MICROFILM

START OF ROLL

ROLL NO.

126

Construction Contracts

Begins # 6688

#6688 continues from reel 125

ER-133(2) Poodle Creek Slide Sec., 1965
FAS 861 (Grad. & oiling)
6688

C&A 2875

Oregon State Highway Department

Federal-Aid
Project No. ER-133(2)

POODLE CREEK ROAD SLIDE SECTION OF

FAS RT. 861 IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 1, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 5231
Roadway (Sta. 177+00 to Sta. 296+50)(Contract No. 6688)

Clearing & Grubbing	All Required		$ 10,500.00
Embankment Found tion Exc., Unclass.	4,660 cu.yd.	1.00	4,660.00
General Excavation, Unclass.	23,300 cu.yd.	0.65	15,145.00
Rock Embankment	15,000 cu.yd.	2.00	30,000.00
Finishing Roadbed & Slopes	0.35 mile	3000.00	1,050.00
Trench Excavation	740 cu.yd.	2.00	1,480.00
Special Backfill in Drains	570 cu.yd.	7.00	3,990.00
Watering	90 M-gal.	3.50	315.00
Stone Base	3,260 cu.yd.	3.90	12,714.00
3/4" - 0 Material in Base	480 cu.yd.	4.75	2,280.00
3/4" - 0 Aggregate in Prime Coat	46 cu.yd.	7.50	345.00
RC-250 Asphalt in Prime Coat	8 ton	75.00	600.00
Aggregates in Asphalt Macadam	300 cu.yd.	7.35	2,205.00
120-150 Asphalt in Asphalt Macadam	28 ton	60.00	1,680.00
18-inch Culvert Pipe	340 lin.ft.	6.00	2,040.00
6-inch Drain Pipe	1,970 lin.ft.	2.10	4,137.00
8-inch Drain Pipe	360 lin.ft.	2.50	900.00
Salvaging Guard Rail	300 lin.ft.	1.25	375.00
Guard Rail-Salvaged Guard Rail	300 lin.ft.	2.25	675.00
Furnish Timber Piling	340 lin.ft.	1.00	340.00
Drive Timber Piles	8 lin.ft.	125.00	1,000.00
Timber Superstructure	All Required		7,000.00
			$103,431.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
	Subtotal		$103,931.00
	10% Engr. & Cont.		10,393.00
	Total		$114,324.00

Length of Roadway - - - - - - - - - - - 0.353 mile
Cost of Roadway per mile - - - - - - - $323,864.02

County Force Work

Labor Equipment and Material	All Required	$ 1,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,269.00	$ 365.50	$ 365.50
Roadway	114,324.00	72,538.00	20,893.00	20,893.00
County Force Work (Temporary)	1,000.00	634.00	183.00	183.00
Total	$117,324.00	$74,441.00	$21,441.50	$21,441.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 520-1020

Oregon State Highway Department

Federal-Aid
Project No. ER-133(2)

POODLE CREEK ROAD SLIDE SECTION OF

FAS RT. 861 IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1965

Type Code P. E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 5231
Roadway (Sta. 177+00 to Sta. 296+50)

Clearing and Grubbing	All Required		2,500.00
Embankment Foundation Exc., Unclass.	4,600 culyd.	1.00	4,660.00
General Excavation, Unclass.	23,300 cu.yd.	0.80	18,640.00
Rock Embankment	15,000 cu.yd.	1.40	21,000.00
Finishing Roadbed & Slopes	0.35 mile	2000.00	700.00
Trench Excavation	740 cu.yd.	3.50	2,590.00
Special Backfill in Drains	570 cu.yd.	6.00	3,420.00
Watering	90 M-Gal.	3.00	270.00
Stone Base	3,260 cu.yd.	6.50	21,190.00
3/4" - 0 Material in Base	480 cu.yd.	6.75	3,240.00
3/4" - 0 Aggregate in Prime Coat	46 cu.yd.	8.50	391.00
RC-250 Asphalt in Prime Coat	8 ton	70.00	560.00
Aggregates in Asphalt Macadam	300 cu.yd.	8.50	2,550.00
120-150 Asphalt in Asphalt Macadam	28 ton	65.00	1,820.00
18-inch Culvert Pipe	340 lin.ft.	5.00	1,700.00
6-inch Drain Pipe	1,970 lin.ft.	2.00	3,940.00
8-inch Drain Pipe	360 lin.ft.	2.50	900.00
Salvaging Guard Rail	300 lin.ft.	1.00	300.00
Guard Rail - Salvage Guard Rail	300 lin.ft.	1.00	300.00
Furnish Timber Piling	340 lin.ft.	1.00	340.00
Drive Timber Piles	8 lin.ft.	100.00	800.00
Timber Superstructure	All Required		6,500.00
			$ 98,311.00
Flagging (57½ of Contractor's Cost	All Required		500.00
	Subtotal		$ 98,811.00
	10% Engr. & Cont.		9,881.00
	Total		$ 108,692.00

Length of Roadway- - - - - - - - - - - - 0.353 mile
Cost of Roadway per mile - - - - - - - - $307,909.35

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,269.00	$ 365.50	$ 365.50
Roadway	108,692.00	68,965.00	19,863.50	19,863.50
Subtotal	$110,692.00	$70,234.00	$20,229.00	$20,229.00
Retained in Authorized Fund Status (Right of Way, Temp. & Permanent Restoration not covered by this contract.)	109,308.00	69,356.00	19,976.00	19,976.00
Total	$220,000.00	$139,590.00	$40,205.00	$40,205.00

RECEIVED
SEP 23 1965
FOR FILING

ER-133(2)

6674

September 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

On September 3, 1965, we submitted an estimate as a basis for project agreement for the Poodle Creek Road Section, Project No. ER-133(2).

Right of way in the amount of $12,000 was not included in the estimate. The County said they couldn't comply with the regulations and any right of way necessary would be purchased with County funds.

We wish to have this letter serve as a program change eliminating right of way from the program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mb
cc: H. S. Cox
R. N. Chase

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85503

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
9-1-65	CC 955		520-1020-297

NOTED
R. H. PRANGE

Lane County
Courthouse
Eugene, Oregon
Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			23,400.00
Partial transfer of advance deposit for the Poodle Creek Road Slide Section FAS 861. Covered by agreement dated April 25, 1965.			15,400.00
To be retained			8,000.00

RECEIVED
SEP - 2 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By ----------

RECEIVED
SEP 1 1965
FOR FILING

Form CD-121
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ER-133(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

6688

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-133(2)
Poodle Creek Road Slide Section
Grading and oiling

As requested in Mr. Young's letter of August 30, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 25, 1965 in the award of contract No. 6688 to Groesbeck-Durbin, Inc., of Eugene, Oregon, low bidder in the amount of $103,431.00 at the August 10, bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
9-3-65

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 23 1965
FOR FILING

Form E-326—RE
ER-133(2)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
G-I-R
Date SEP 20 1965 By W E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Poodle Creek Road Slide Date Aug. 30, 1965

Highway FAS 861 Contract No. 6688

County Lane Prefix 520-1020

Contractor Groesbeck-Durbin, Inc. F. A. Project No. ER-133(2)

Address P. O. Box 646, Eugene, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging: State share

Location by station numbers:

Full length of project

Station 177+00 to Station 194+00 and from
Station 294+25 to Station 296+50

Estimate of quantities and cost:

57.5% of flagging costs $500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This is an anticipated item as authorized in Article 7-30 of the Standard Specifications of the State of Oregon, 1964 issue.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$116,922.37
Present estimate of project cost, including $500.00 for work under this order	$103,431.00
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ Alfred W. Bates, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Division Engineer
Asst.

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Young 9-23-65

NOTED
RICHARD UNREIN

Salem, Oregon
August 25, 1965

Poodle Creek Road Slide
FAS 861, Lane County

Mr. L. E. Young
O F F I C E

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
M. S. COX

NOTED
R. H. PRANGE

Lane County's check for $23,400 has been received, which is the required amount of their advance deposit for the above section. The contract is now clear for award.

V. R. Jones, Planning Engineer
County and City Division

By

R. H. Prange
Field Engineer

VRJ:mm

cc: Mr. Ivan Merchant

RECEIVED
OCT 26 1965
FOR FILING
EH 122(2)
4689

August 25, 1965

4 TC

Groesbeck-Durbin, Inc.
P. O. Box 446
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, accepted your proposal for grading and oiling on the Pendle Creek Road Slide Section of Fall 661 in Lane County for the sum of $103,431 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6488.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

ER

8/12/65

NOTED
H. S. COX

Salem, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Gentlemen:

On August 10, a satisfactory bid was received from Grosbeck and Durbin of Eugene for constructing the Poodle Creek Slide Section of FAS 861. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract:

Bid items	$103,431.00
Flagging	500.00
12-1/2% engineering & contingencies	12,991.37
Estimated Total Cost.....	$116,922.37

County Advance Deposit:
20% of $116,922.37 = $23,384.47 or say $ 23,400.00

Please make this advance deposit in the amount of $23,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

This letter supersedes my letter of August 11 which stated that S. A. Hutchins was the low bidder. An error has been discovered in his bid and the corrected amount is $109,612.50 instead of $91,037.50 as stated in my letter. This made him the second bidder.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V R JONES

[RECEIVED
AUG 27 1965
FOR FILING]

ER-133(2)

6688

MISC. CONTRACTS and AGREEMENTS No. 3875

August 11, 1965

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

Gentlemen:

We are enclosing for your records and files a fully executed copy of a finance-construction agreement between the State Highway Commission and Lane County covering the Poodle Creek Slide Section of FAS 861 in Lane County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

RECEIVED
JUL 29 1965

Form C0-161
(F1-63)
(Prcs. by
A.C. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLITBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-133(2)
Poodle Creek Road Slide Section
Grading and Oiling

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 23 and July 14, 1965 reports.

Mr. Young's July 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Young attached.
BY ASST. STATE HWY. ENGR.
copies to Oakes
Litchfield
7-29-65

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 BOH 3-65 SP*6670-724

ER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 9, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

To: Mr. H. S. Cox
County/City Engineer
O F F I C E

SUBJECT: Access Bridge over the Long Tom River
Poodle Creek Slide Section
Poodle Creek County Road-F.A.S. #861
Lane County
Bridge No. 9489

Attached are four prints of Drawing No. 21042 which are the plan and elevation of the subject bridge.

Will you please send three prints of this layout sheet to the Lane County Court in order that they may negotiate for the right of way.

We will have the rest of the plans for this job done in the very near future.

It is planned at the present time to call for bids on this section on August 10.

When the details for this bridge are complete, we will send you prints of the drawings so that you may forward them to the County Court.

Theo. C. Roake
Assistant Bridge Engineer

TCR:mm

Attachment

RECEIVED
JUL 12 1965
ENGINEER
COUNTY & CITY DIVISION

To County 7-11-65
V.J.

8/10/65 Letting
Item 20

July 1, 1965
(date)

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON MARVELL

Highway FAS 861

Section Poodle Creek Road Slide Section: ER Project Grade and oil

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
JUL 12 1965
ENGINEER
COUNTY & CITY DIVISION

July 8, 1965
(date)

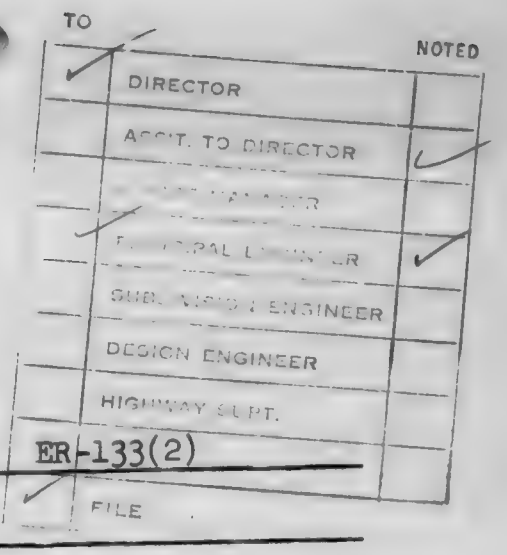
By Ernest W. Ewart

By Jesse P. Kiser
Commissioner

By Kenneth Nielsen
Commissioner

cc L.H. Young

ER



Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-133(2)

Highway No. FAS 861

Project Name Poodle Creek Slide Section

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

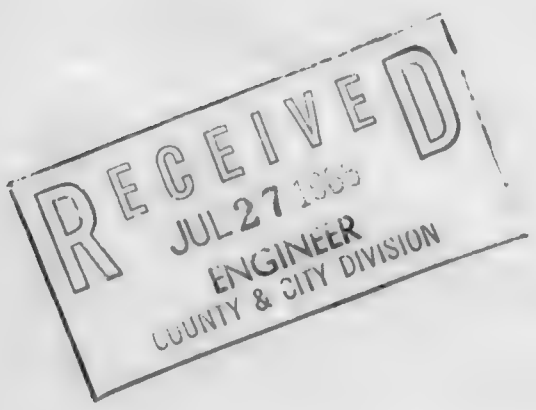
Dated at Eugene, Oregon, this 21st day of July, 1965.

Lane County by its
Board of County Commissioners

Chairman

Commissioner

Commissioner



*Certify either paragraph 2 or 3.

ER-109(4) East Fork Illinois River Br. 1965
on the Illinois Valley Road
#6689

CIA 2881

ER. FAS 851

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94151

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-11-68	CC 1109		517-1067-997

RECEIVED
FEB 15 1968
ENGINEER
COUNTY & CITY DIVISION

Josephine County
Courthouse
Grants Pass, Oregon 97526

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Att: Board of Commissioners			
Final Billing: East Fork Illinois River (Bridgeview-Takilma Road) Bridge, FAS 851 -SD-109 (4) Covered by Agreement dated 3-11-65.			
County advance deposit		23,400.00	
Less amount previously transferred		17,400.00	
			6,000.00
County share of construction costs		19,939.44	
Less amount previously transferred		17,400.00	
			2,439.44
			3,561.56

ACKNOWLEDGED
Refund to County
Co. Clerk
By

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MARION C. HOLMES

NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

RECEIVED

STATE COPY

Monthly transaction number JAN 13 1967 1-12	FORM PR-2A (REV 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 1-LING	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Josephine
Modification number 2	12-22-66	Project number SR-109(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 152,017.	$ 153,705.
Federal funds	$ 96,533.39	$ 97,605.24
Other revisions		

This modification is made for the following reasons:

Based on Post-Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of December, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Actg. Manager

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number 10-44	FHWA PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Josephine
Modification number 1 #1189	(PPM 21-7) 12-11-66	Project number ER-109(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 145,285.00	$ 153,803.00
Federal funds	$ 89,813.00	$ 97,111.26
Other revisions		

This modification is made for the following reasons:

Revised estimate based on low bid prices and Josephine County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. Kelsor

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-109(4)

[redacted]-TAKILMA ROAD

FAS 852 IN JOSEPHINE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Josephine County billing.)

Salem, Oregon, September 9, 1966

Type Code P.E.

Preliminary Engineering	All Required		$ 3,698.73

Type Code X081
E. Fk. Illinois River Bridge (No. 2613A) (Sta. 17+30.75 to Sta. 20+29.21)
(Contract No. 6087)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	400 cu.yd.	$ 4.00	1,600.00
Structural Excavation Below Elevation Shown	40 cu.yd.	1.00	40.00
Furnish 10 BP 42 Steel Piling	1,005 lin.ft.	5.00	5,025.00
Drive Steel Piles	46 only	80.00	3,680.00
Splice Steel Piles	12 only	20.00	240.00
Class "A" Concrete (500 Cu.Yds.)	All Required		36,000.00
95'-200' Type 4 Prestressed Beams	12 only	3,000.00	36,000.00
Metal Reinforcement (78,500 Lbs.)	All Required		11,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	4.00	200.00
			$103,785.00
	Engr. & Cont.		6,700.00
	Subtotal		$110,485.00

Length of Structure - - - - - - - 0.057 Mile

Type Code 6201
Temporary and Permanent Repairs (MP 2.1 to MP 5.1)

Temporary		
Negotiated Equipment, Materials and Labor	All Required	$ 26,517.70
County Force Equipment, Materials and Labor	All Required	299.40
		$ 26,817.10
Permanent		
County Force Order No. 4	All Required	12,802.19
	Subtotal	$ 39,619.29
	Total	$153,803.02

Length of Structure - - - - - - - 0.057 Mile
Length of Project - - - - - - - - 2.800 Miles Intermittent

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,698.73	$ 2,349.05	$ 674.84	$ 674.84
Structure	110,485.00	69,600.00	20,442.50	20,442.50
Temporary and Permanent Work by County Forces	39,619.29	25,162.21	7,228.54	7,228.54
Total	$153,803.02	$97,111.26	$28,345.88	$28,345.88

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 517-1977
517-1067

RECEIVED
SEP 29 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSMISSION NO.
9
FOR FILING

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

7-24-65

STATE: Oregon

COUNTY: Josephine

PROJECT NO.: ER-109(4)

PROJECT REPORT NO.
ER-109(4)
6689 2

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

East Fork Illinois River Bridge.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-14-65	0.057
RIGHTS-OF-WAY		
CONSTRUCTION	6-25-65	0.057
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 145,285	$ 89,813.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd V. Stone
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Bucklund
L. R. Bucklund, Administrative Mgr.

Date executed by Division Engineer _____, 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-109(4)

EAST FORK ILLINOIS RIVER BRIDGE ON

ILLINOIS VALLEY ROAD IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon September 16, 1965

Type Code P. E.			
Preliminary Engineering	All Required		$ 3,000.00
Type Code X081			
E. Fork Illinois River Bridge (No. 2618A) (Sta. 17+30.75 to Sta. 20+29.21) (Contract No. 6688)			
Shoring, cribbing, etc.	All Required		10,000.00
Structural Excavation	400 cu.yd.	4.00	1,600.00
Structural Excavation, Below Elevation Shown	40 cu.yd.	1.00	40.00
Furnish 10 BP 42 Steel Piling	1,005 lin.ft.	5.00	5,025.00
Drive Steel Piles	46 only	80.00	3,680.00
Splice Steel Piles	12 only	20.00	240.00
Class "A" Concrete (500 cu.yds.)	All Required		36,000.00
95' to 100' Type 4 Prestressed Beams	12 only	3,000.00	36,000.00
Metal Reinforcement (78,500 lbs.)	All Required		11,000.00
8-inch Metal Unperforated Drain Pipe Type "A" Coating	50 lin.ft.	4.00	200.00
	Subtotal		$ 103,785.00
	Engr. & Cont.		10,378.00
			$ 114,163.00

Length of Structure _____ 0.057 miles

Approved County Force Orders		
C.F.O. #4 Labor, Equipment and Materials	All Required	$ 28,122.00

SUMMARY OF FUNDS

Description	Total Funds	Federal Funds	State Funds	County Funds
Preliminary Engineering	3,000.00	1,904.00	548.00	548.00
Structure	114,163.00	70,781.00	21,691.00	21,691.00
Approved C.F.O.	28,122.00	17,128.00	5,497.00	5,497.00
Subtotal	$145,285.00	$89,813.00	$27,736.00	$27,736.00
Retained in Authorized Fund Status				
Temporary and permanent repair not covered by this estimate	32,715.00	19,956.00	6,379.50	6,379.50
	$178,000.00	$109,769.00	$34,115.50	$34,115.50

Oregon State Highway Department

Federal-Aid
Project No. ER-109(4)

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 517-1067

EAST FORK ILLINOIS RIVER BRIDGE

PRESTRESSED BEAM QUANTITIES

95' to 100' Type 4 Prestressed Beams				
Overhead	All	Required		350.00
Class "AA" Concrete	21	cu.yds.	60.00	1,260.00
Metal Reinf.	1,770	lbs.	0.12	212.40
Prestress Wire	2,770	lbs.	0.40	1,108.00
				$2,930.00
			Use	$3,000.00

Oregon State Highway Department

Federal-Aid
Project No. ER-109(4)

EAST FORK ILLINOIS RIVER BRIDGE ON

ILLINOIS VALLEY ROAD IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Aug. 5, 1965

Type Code P.E.

Preliminary Engineering	All Req.		$ 3,000.00

Type Code X061
E. Fork Illinois River Bridge (No. 2618A) (Sta. 17+30.75 to Sta. 20+29.21)

Shoring, Cribbing, etc.	All Req.		$ 5,000.00
Structural Excavation	400 cu.yd.	$ 7.00	2,800.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	1,005 lin.ft.	5.50	5,527.50
Drive Steel Piles	46 only	90.00	4,140.00
Splice Steel Piles	12 only	50.00	600.00
Class "A" Concrete (500 cu.yds. @ $90.00)	All Req.		45,000.00
95'-100' Type 4 Prestressed Beams	12 only	3,000.00	36,000.00
Metal Reinforcement (78,500 lbs. @ $0.13)	All Req.		10,205.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	50 lin.ft.	5.00	250.00
	Subtotal		$109,922.50
	10% Engr. & Cont.		10,991.50
			$120,914.00

Length of Structure - 0.057mile

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,903.00	$ 548.50	$ 548.50
Structure	120,914.00	76,720.00	22,097.00	22,097.00
Subtotal	$123,914.00	$78,623.00	$22,645.50	$22,645.50
Retained in Authorized Fund Status Temporary and Permanent Work not Covered by this Contract	49,086.00	31,146.00	8,970.00	8,970.00
Total	$173,000.00	$109,769.00	$31,615.50	$31,615.50

E. FORK ILLINOIS RIVER BRIDGE

Prestressed Beam Quantities

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 350.00
Class "AA" Concrete	21 cu.yd.	$60.00	1,260.00
Metal Reinforcement	1,770 lb.	0.12	212.40
Prestress Wire	2,770 lb.	0.40	1,108.00
			$2,930.00
		Use	$3,000.00

First est.

Oregon State Highway Department

Federal-Aid
Project No. ER-109(4)

EAST FORK ILLINOIS RIVER BRIDGE ON
ILLINOIS VALLEY ROAD IN JOSEPHINE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 30, 1965

Type Code P.E. Preliminary Engineering	All Required		$ 3,000.00
Type Code X081 E. Fk. Illinois River Bridge (No. 2618A) (Sta. 17+60 to Sta. 20+30)			
Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,850 cu.yd.	$ 6.00	11,100.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish 10 BP 42 Steel Piling	2,920 lin.ft.	5.00	14,600.00
Drive Steel Piles	146 only	90.00	13,140.00
Splice Steel Piles	35 only	35.00	1,225.00
Class "A" Concrete (965 cu.yds. @ $90.00)	All Required		86,850.00
85' to 90' Type 4 Prestressed Beams	4 only	2,600.00	10,400.00
90' to 95' Type 4 Prestressed Beams	8 only	2,600.00	20,800.00
Metal Reinforcement (158,800 lbs. @ 14¢)	All Required		22,232.00
	Subtotal		$191,047.00
	10% Engr. & Cont.		19,104.00
	Total		$210,151.00

Length of Structure - - - - - - - - - - - - 0.051 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,900.00	$ 550.00	$ 550.00
Structure	210,151.00	133,300.00	38,425.50	38,425.50
	$213,151.00	$135,200.00	$38,975.50	$38,975.50

WORK RETAINED IN AUTHORIZED FUND STATUS

Description	Total Cost	Federal Funds	State Funds	County Funds
Temporary and permanent work not covered by this estimate.	$50,000.00	$31,725.00	$9,137.50	$9,137.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. ER-109(4)

EAST FORK ILLINOIS RIVER BRIDGE ON 17

ILLINOIS VALLEY ROAD IN JOSEPHINE COUNTY 20

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 30, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code X081
E. Fk. Illinois River Bridge No. 2618A (Sta. 17+60 to Sta. 20+30)

Shoring, Cribbing, etc.	All Required		$ 10,000.00
Structural Excavation	1,850 cu.yd.	$ 6.00	11,100.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Furnish 10 BP 42 Steel Piling	2,920 lin.ft.	5.00	14,600.00
Drive Steel Piles	146 only	90.00	13,140.00
Splice Steel Piles	35 only	35.00	1,225.00
Class "A" Concrete (965 Cu.Yds. @ $90.00)	All Required		86,850.00
85' to 90' Type 4 Prestressed Beams	4 only	2,600.00	10,400.00
90' to 95' Type 4 Prestressed Beams	8 only	2,600.00	20,800.00
Metal Reinforcement (158,800 Lbs. @ 14¢)	All Required		22,232.00
	Subtotal		$191,047.00
	10% Engr. & Cont.		19,104.00
			$210,151.00

Length of Structure - - - 0.051 Mile

SUMMARY OF FUNDS 8

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,000.00	$ 1,252.00	$ 548.00	$ 1,200.00
Structure	210,151.00	87,660.00	38,425.00	84,066.00
	$213,151.00	~~$88,912.00~~*	~~$38,973.00~~	~~$85,266.00~~
		135,241.00	38,953.50	38,953.50
Work Retained in ~~Program Status~~ Authorized Fund status 20				
	Total Cost	Federal Funds	State Funds	County Funds
Temporary and permanent work not covered by this contract	$ 50,000.00	~~$20,857.00~~*	~~$ 9,137.00~~	~~$20,006.00~~
		31,725.00	9,137.50	9,137.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

*Federal funds will be increased to full pro rata when and if additional funds become available.

E. FORK ILLINOIS RIVER BRIDGE

PRESTRESSED BEAM QUANTITIES

85' to 90' Type 4 Prestressed Beams

Overhead	All Required		$ 350.00
Class AA Conc.	19.2 cu.yd.	$59.00	1,132.00
Metal Reinf.	1,600 lb.	0.12	192.00
Prestress Wire	2,030 lb.	0.40	812.00
			$2,486.00
		USE	$2,600.00

90' to 95' Type 4 Prestressed Beams

Overhead	All Required		$ 350.00
Class AA Conc.	19.2 cu.yd.	$59.00	1,132.00
Metal Reinf.	1,600 lb.	0.12	192.00
Prestress Wire	2,030 lb.	0.40	812.00
			$2,486.00
		USE	$2,600.00

RECEIVED
JUN 20 1966
FOR FILING

ER-109(4)

6689

June 20, 1966

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Hills Building
San Francisco 6, California

Gentlemen:

Contract No. 6689 awarded to Stash Construction Company, Inc., for construction of the East Fork Illinois River Bridge on the Illinois Valley Road (FAS 851) in Josephine County was completed on January 14, 1966, and accepted by the Highway Commission on June 16, 1966.

Final payment in the amount of $5,189.25 will be released to the contractor after June 27, 1966. The total contract amount is $102,000.40 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Stash Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Oakridge Insurance Agency, Inc.
Star Route, Box 215
Oakridge, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 17 1966
FOR FILING
ER-104(4)
6689

June 16, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed January 14, 1966, on Contract No. 6689. The contract was with Stach Construction Co., Inc., and was for construction of the East Fork Illinois River Bridge on the Illinois Valley Road (FAS851) in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 16, 1966 and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Quary
R. L. Porter
Tom Edwards
F. D. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
L. R. Chandler

bg fn

RECEIVED
FEB 23 1966
FOR FILING

ER-109(4)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6689

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Jan. 14, 1966, on Contract No. 6689, E. Fork Illinois River Bridge Section, in Josephine County, in connection with Federal-Aid Project No. ER-109(4).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: February 10, 1966

Conditions noted on above date:

None noted.

A. W. Parsons
Division Engineer

By: M E Martin
M. E. Martin
District Engineer

Rec'd to Young 2-21-66

RECEIVED
FEB 18 1966
OFFICE
STATE HIGHWAY

NOTED
F.B. KLABOE

RECEIVED
SEP 22 1965
FOR FILING

ER IF 1(4)
6b 19

September 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 13, 1965, on Contract No. 6689, East Fork, Illinois River Bridge Section, in Josephine County, in connection with Federal-Aid Project No. ER-109(4).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKG:cr

RECEIVED
SEP 20 1965
FOR FILING

Form CD-121 (11-63) (Prcs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-109(4)

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-109(4)
E. Fork Illinois River Bridge
Structure

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 7, 1965 in the award of contract No. 6689 to Stach Construction Co., Inc., of Grants Pass, Oregon, low bidder in the amount of $103,785.00 at the August 31, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
9-20-65

NOTED
F. B. KLABOE

RECEIVED
SEP 21 1965
OFFICE
STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85659

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-11-65	CC 956	

CREDIT DISTRIBUTION
517-1067-297

NOTED
R. H. PRANCE

Josephine County
Courthouse
Grants Pass, Oregon

~~1111 Board of County Commissioners~~

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
FILL

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			23,400.00
Partial transfer of advance deposit for the East Fork Illinois River Bridge Section, FAS 851, Covered by agreement dated March 11, 1965.			17,400.00
To be retained			6,000.00

RECEIVED
SEP 15 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

RECEIVED
SEP 13 1965

FOR FILING
ER-109(4)

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the E. Fork Illinois R. Bridge, Project No. ER-109(4).

The contractor receiving the award is Stach Construction Co., Inc., in the amount of $103,785.00 with the Contract No. 6689 assigned. This bid was received on August 31, 1965 and awarded September 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

ER

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON

RECEIVED
SEP 10 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H.S.C.

Sept. 7, 1965

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. V. R. Jones, Planning Engineer

Dear Sir:

Please find enclosed County Warrant in the amount of $23,400.00, advance deposit for the construction of the East Fork Illlinois River Bridge Section of FAS 851, as per your letter of September 1, 1965.

Sincerely,

R. L. Templin Jr., County Engineer

RLT:ef

TO Hall
9-10-65 VJ

NOTED
V. R.

FORM 6-133

RECEIVED
SEP 9 - 1965
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
MARCO
DAVID E. WILLIAMSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-109(4)

6684

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 8, 1965

Stach Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, awarded to you State Highway Contract No. 6684 for the following project:

Work on the East Fork Illinois River Bridge on the Illinois Valley Road in Josephine County.

This award was based on your bid of $103,785.00 which was submitted to the Commission on August 31, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

ER

September 1, 1965

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

On August 31, a satisfactory bid was received from the Stach Construction Company of Grants Pass for constructing the East Fork Illinois River Bridge Section of FAS 851. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$103,785.00
12-1/2% Engineering & Contingencies	12,973.13
Estimated Total Cost.....	$116,758.13
County Advance Deposit:	
20% of $116,758.13 = $23,351.62 or say	$ 23,400.00

Please make this advance deposit in the amount of $23,400 payable to the Oregon State Highway Commission by check or warrant and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. R. L. Templin, Jr.

RECEIVED
AUG 27 1965
FOR FILING

ER-109(4)

6689

MISC. CONTRACTS and AGREEMENTS No. 2881

August 19, 1965

Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon

Gentlemen:

We are enclosing for your records and files a fully executed copy of a construction-finance agreement between the State Highway Commission and Josephine County covering the East Fork Illinois River Bridge Section of FAS 851 in Josephine County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

RECEIVED
AUG 12 1965

Form CA-107 (11-63) (Pres. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-109(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6689

DATE: August 9, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-109(4)
East Fork Illinois River Bridge
Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, as indicated in Mr. Oakes' July 28, 1965 report.

Non-reimbursable utility adjustments are involved. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young
By Asst. State Hwy. Engr.
copy to Oakes
8-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Item 14, 7/20/65 Letting (as of 6/11

June 15, 1965
(date)

NOTED
M. S. COX

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED

Highway FAS 851

Section East Fork Illinois River Bridge: Structure, ER Project

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JUN 17 1965
ENGINEER
COUNTY & CITY DIVISION

June 16-1965
(date)

By Emil Bisquella

By B E Davidson
Commissioner

By D. J. McGregor
Commissioner

a young

FAS 851

PHONE OR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON

March 31, 1965

RECEIVED
APR - 1 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. (Si) Cox
Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

We would appreciate the Oregon State Highway Department preparing the necessary plans and specifications for the construction of the FAS bridge across the East Fork of the Illinois River near Takilma, Oregon.

The following requests are made inregard to design and construction of this structure:

1. That the bridge be 270 feet in length.

2. That the deck elevation be approximately five (5) feet higher than the former bridge destroyed by high water.

3. That three 90 foot spans of precast, prestressed box concrete sections be used in the design.

4. That 8 or 10 inch H piling be driven to point of refusal under each pier and abutment.

5. That either solid pier or single post column with adequate spread footings be included.

6. That solid wall abutments with wing walls be used on both ends and that wing walls be supported by one or two H piling.

We would like the State Highway Department to advertise, contract and inspect this job so that construction could be done starting in July.

Sincerely,

R. L. Templin Jr.,
County Engineer

RLT:ef

RECEIVE
APR - 1 1965
ENGINEER
COUNTY & CITY DIVISION

R

BRIDGE PROJECT REQUESTED BY JOSEPHINE COUNTY Date March 30, 1965

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name WALDO ROAD

   FAS Number 851

2. Name of river or stream EAST FORK ILLINOIS

3. Name of bridge WALDO - HAPPY CAMP (Four Corners)

4. Location (Please attach map with location marked):

   Section 26 Township 40 South Range 8 West W.M.

5. Desired width of bridge _____

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes X No

9. Is sidewalk desired on downstream side of bridge? ___Yes X No

10. Does County wish a particular type of bridge design? X Yes ___No

    If "Yes," explain type desired: See attached letter of March 31, 1965

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? X Yes ___No

14. Will County furnish foundation data? X Yes ___No

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? ___Yes x No

17. Will detour be required? x Yes ___No

18. Will detour be constructed and maintained by County? x Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes x No

20. Will County construct approaches or connections? x Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes x No

22. State width of traveled roadway: 22 ft. Width of shoulders: 2 ft.

23. Will additional right-of-way be required? ___Yes x No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes x No

26. Will old bridge remain in place? ___Yes x No

27. Will old bridge be removed by contractor? ___Yes x No

28. Will old bridge be removed by County? x Yes ___No

29. Does County wish old bridge salvaged for future use? x Yes ___No
Salvage by county forces being completed now.

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

x Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

x Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes x No

33. Does County wish complete job of illumination in project? ___Yes x No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __x__No Size_____

(b) Sanitary sewer mains: ___Yes __x__No Size_____

(c) Storm sewer: ___Yes __X__No Size_____

(d) Gas mains: ___Yes __x__No Size_____

(e) Power lines: ___Yes __x__No

(f) Telephone lines: ___Yes __x__No

(g) Other utilities? None

35. What is desired date for letting? June or July, 1965

Remarks

JOSEPHINE COUNTY, OREGON

By _____
R. L. Templin, Jr., County Engineer

By _____

ERFO-182(2) Four Mile Creek Bridge on the West Side County Road 1965

6690

c Ed 2885

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 96747

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-11-68	68 114		51-101-990 P - 01?

- Klamath County
- Courthouse
- Klamath Falls, Oregon 97601

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Board of Commissioners Purchase: Four Mile Creek Bridge, West Side County Road FAS 4701 EXPO 119 (2)			300.00

RECEIVED
OCT 14 1968
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF MAILING REQUEST

Cash Received with Request: $_____

By _____

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

NOTED
RICHARD UNREIN

NOTED
H. S. COX

September 27, 1968

Mr. Earl E. Kessler
Engineer Assistant
Courthouse
Klamath Falls, Oregon 97601

Four Mile Creek
Westside County Road
FAS 420
ERFO-182(2)
Klamath County

Dear Mr. Kessler:

On September 19, 1968, a warrant was ordered for the remainder of Klamath County's money still due on this project.

This warrant was sent to the County Board of Commissioners. I hope by the time you receive this reply to your September 26 letter, you will have received the warrant.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

Rich

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arnsmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

September 26, 1968

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

On July 11, 1968 Mr. Irving Larson audited the County's last ERFO-182 (2). On July 15, 1968 I supplied Mr. Larson with all of the needed information and assumed that his audit would be forwarded to your agency in the near future.

We have not heard from either Mr. Larson or the City-County Division regarding the audit and our final payment of $5,600.00.

May we hear from you regarding when we may anticipate receiving this final payment.

Thank you very much for consideration of this matter.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Engineering Assistant

EEK:ml

NOTED
HAROLD
REYNOLDSON

RECEIVED
SEP 27 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Form A-65—331—4-65

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Klamath County
c/o Board of Commissioners
Klamath Falls, Oregon

This Space for Use of Accounting Division

Date September 19, 1968

Invoice No. State Treasurer's Receipt No. 15246

P. O. No.
SP*20131-734

Voucher No. 12-Final Project No. ERFO-182(2)

Reimbursement for cost of repairing County FAS Route #420 (West Side Road) damaged in the 1964-65 floods.

County cost as per statement	$78,115.21	
Less ineligible cost deducted by BPR	55,832.75	
Total Participating Cost	$22,282.46	
Federal reimbursement claimed at 100%		$22,282.46
Total County reimbursement		$22,282.46
Less previous amount paid on invoice dated 7-17-67		16,800.82
Balance due County		$ 5,481.64

9551-397 (64) $5,481.64

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

FORM 6-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD

FRED W. HILL, MEMBER
PENDLETON

THADDEUS B. BRUNO, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1968

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon 97601

Gentlemen:

Re: County's costs which were disallowed by Bureau of Public Roads audit

An audit of the County's cost records for Federal-aid Project No. ERFO-182(2) was conducted by the Bureau of Public Roads. The audit disclosed costs which did not conform with Bureau of Public Roads eligibility requirements.

The deficiencies were disucssed with appropriate County personnel at the time of the audit, and it was agreed that the costs should be disallowed.

Attached please find a copy of the Bureau of Public Roads audit findings.

Very truly yours,

C. H. Maison
Controller

Wilson Logging to claim work not accepted for county road by the BPR

CHM:PH:bg
Attachment

cc: L. H. Young
John Herr

RECEIVED
AUG 16 1968

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FOR FED

FEDERAL-AID PRE-AUDIT INELIGIBILITY NOTIFICATION

NO. 35-68-PLN-11 8-13-68

STATE: Oregon	COUNTY: Klamath
F. A. PROJECT NO.: ~~NFO-1~~ EREO-1821(2) 6690	STATE CONTROL SECTION OR PROJECT NO.: West Side County Road

TO:

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Orig & Maison 8.16.68

1. C. H. Maison, Controller
2.
3.

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☒ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

Audit Report 69-835-3

Finding No. 2 attached.

Deduction will be made when final voucher processed for payment.

INELIGIBLE $ 55,832.75
(IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. _____ NOW ELIGIBLE.
REFERENCE:

REMARKS:

SIGNATURE	TITLE	DATE
L. R. Backlund L. R. Backlund	Administrative Manager	8-13-68

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

ITEM (2) - KLAMATH COUNTY, ERFO 182(2)

FINDINGS

A. Work Performed Prior to Authorization

The following costs were incurred prior to December 22, 1964, the date of authorization by the Administrator to the State Highway Department to proceed with the project:

Labor	$ 87.37
Equipment Rental	31.27
TOTAL	$118.64

This deficiency was discussed with the Engineering Assistant who agreed that the above costs totaling $118.64 were incurred prior to authorization and, therefore, erroneously claimed.

B. Amount Claimed in Excess of Actual Cost

The county billing and reimbursement voucher from the State Highway Department included a claim for $55,714.11 for work performed by Steve Wilson Logging Company. A review of the disbursement records disclosed that the bill was never paid by Klamath County. Correspondence indicates that the work was done by and for the convenience of Steve Wilson Logging Company. The County Engineer would not approve the bill for payment. This finding was discussed with the Engineering Assistant who agreed that the county billing and the reimbursement voucher was overclaimed in the amount of $55,714.11.

STATE COPY FEDERAL COPY

Monthly transaction number 9-24-08-9	FORM PR-1-2A (REV. 7-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Klamath
Modification number 2 1490	32367	Project number ERFO-182(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 121,490	$ 122,384.67
Federal funds	$ 121,489.21	$ 122,084.67
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22 day of August, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W K Laborn

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L R Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number	FHWA-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Klamath
Modification number 1 6/10	3-21-67	Project number ERFO-182(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 22, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 49,610	$ 121,490
Federal funds	$ 49,610.00	$ 121,489.21
Other revisions		

This modification is made for the following reasons:

Revised estimate including Klamath County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of March, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Labon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Baeklund
L. R. Baeklund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ERFO-182(2)

WEST SIDE COUNTY ROAD IN KLAMATH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Klamath County Billing. Revised to change type code of temporary and permanent flood repair as shown on previous estimate of 2/27/67)

Salem, Oregon, March 22, 1967

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00

Type Code X031
Fourmile Cr. Bridge (#3598A)(Sta. 815+19 to Sta. 815+96)(Contract No. 6690)

Remove Existing Bridge	All Required		$ 2,000.00
Furnish Treated Timber Piling	840 lin.ft.	$1.56	1,310.40
Drive Timber Piling	28 only	74.00	2,072.00
Class "A" Concrete (70 cu.yd.)	All Required		8,050.00
75'-80' Prestressed Beams	8 only	2,672.00	21,376.00
Metal Reinforcement (6,700 lbs.)	All Required		2,340.00
8-inch Metal Unperforated Drain Pipe Type"A" Coating	30 lin.ft.	15.73	471.90
Class "B" Asphalt Concrete	50 ton	23.50	1,175.00
	Subtotal		$ 38,795.30
	10% Engr. & Cont.		3,878.70
			$ 42,674.00
Salvage Value of Temporary Long Stringers	All Required		$ (200.00)
Salvage Value of Old Bridge Lumber	All Required		(100.00)
			$ (300.00)
	Total		$ 42,374.00

Type Code 2010
FAS 420, Temporary and Permanent Flood Repairs (MP 7.09 to MP 21.88)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 13,758.11
Steve Wilson Logging Company	All Required	55,714.11
		$ 69,472.22
Permanent		
Approved C.F.O. No. 3	All Required	$ 3,222.56
		$ 72,694.78

Type Code 5231
FAS 420 Permanent Flood Repair (MP 6.46 to MP 7.09 & MP 21.88 to MP 24.50)

Approved C.F.O. No. 4	All Required	$ 5,420.43
		$ 5,420.43
	Total	$121,489.21

Length of Project - - - - - - - - - - - - - - - 18.04 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Fourmile Cr. Br. (Cont. 5690)	42,374.00	42,374.00
Temp. & Perm. Repair by County	72,694.78	72,694.78
Permanent Repair C.F.O. No. 4	5,420.43	5,420.43
Total	$121,489.21	$121,489.21

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 329, Laws 1939.

State Funds for Maint.: Chap. 329, Laws 1939.

Prefix: 518-1010

Oregon State Highway Department

Federal-Aid
Project No. BRFO-182(2)

WEST SIDE COUNTY ROAD IN KLAMATH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Klamath County Billing.)

Salem, Oregon, February 27, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X081
Fourmile Cr. Bridge (#3898A)(Sta. 815+19 to Sta. 815+96)(Contract No. 6690)

Remove Existing Bridge	All Required		$ 2,000.00
Furnish Treated Timber Piling	840 lin.ft.	$1.56	1,310.40
Drive Timber Piling	28 only	74.00	2,072.00
Class "A" Concrete (70 cu.yd.)	All Required		8,050.00
75'-80' Prestressed Beams	8 only	2,672.00	21,376.00
Metal Reinforcement (6,700 lbs.)	All Required		2,340.00
8-inch Metal Unperforated Drain Pipe Type "A" Coating	30 lin.ft.	15.73	471.90
Class "B" Asphalt Concrete	50 ton	23.50	1,175.00
	Subtotal		$ 38,795.30
	10% Engr. & Cont.		3,878.70
			$ 42,674.00

Salvage Value of Temporary Long Stringers	All Required		$ (200.00)
Salvage Value of Old Bridge Lumber	All Required		(100.00)
			$ (300.00)
	Total		$ 42,374.00

Type Code 3231
FAS 420, Temporary and Permanent Flood Repairs (MP 6.46 to MP 24.50)
Temporary

County Force Equipment, Labor and Materials	All Required		$ 13,758.11
Steve Wilson Logging Company	All Required		55,714.11
			$ 69,472.22

Permanent

Approved C.F.O. No. 3	All Required		$ 3,222.56
Approved C.F.O. No. 4	All Required		5,420.43
			$ 8,642.99
			$ 78,115.21
	Total		$121,489.21

Length of Project - - - - - - - - - - - - - - 18.04 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Fourmile Cr. Br. (Cont. 4690)	42,374.00	42,374.00
Temp. & Perm. Repair by County	78,115.21	78,115.21
Total	$ 121,489.21	$121,489.21

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 518-1010

RECEIVED
OCT 29 1965

STATE COPY

MONTHLY TRANSACTION NO.
9-8-43
FOR FILING

PROJECT REPORT NO.
2

Form PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Form Approved; Budget Bureau No. 41-R2089

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-22-65

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: ERTO-182(2)

669

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Side County Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	5-20-65	0.015
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-65	0.015
*OTHER *(Specify)*		

FUNDS — Pro Rata 100 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 49,610	$ 49,610.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 22 1965

Oregon State Highway Department

Federal-Aid
Project No. ERFO-182(2)

WEST SIDE COUNTY ROAD IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X081
Fourmile Creek Bridge (#3898A)(Sta. 815+19 to Sta. 815+96)(Contract No. 6690)

Remove Existing Bridge	All Required		$ 2,000.00
Furnish Treated Timber Piling	840 lin.ft.	$ 1.56	1,310.40
Drive Timber Piling	28 only	74.00	2,072.00
Class "A" Concrete (70 cu.yds.)	All Required		8,050.00
75' - 80' Prestressed Beams	8 only	2,672.00	21,376.00
Metal Reinforcement (6,700 lbs.)	All Required		2,340.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	15.73	471.90
Class "B" Asphalt Concrete	50 tons	23.50	1,175.00
	Subtotal		$38,795.30
	10% Engr. & Cont.		3,878.70
			$42,674.00
Salvage Value of Temporary Long Stringers	All Req.		$ 200.00
Salvage Value of Old Bridge Lumber	All Req.		100.00
			$ 300.00
	Total		$42,974.00

Length of Structure - - - - - - - - - - - 0.015 mile

Approved County Force Orders

CFO #3	Labor, Materials & Equipment	All Required	$ 5,124.00
		Engr. & Cont.	512.00
			$ 5,636.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Fourmile Cr. Bridge	42,974.00	42,974.00
Approved County Force Order	5,636.00	5,636.00
Subtotal	$49,610.00	$49,610.00

	Total Cost	Federal Funds
Subtotals	$49,610.00	$49,610.00
Retained in Authorized Fund Status		
Work not covered by the above estimate	4,390.00	4,390.00
	$54,000.00	$54,000.00

State Funds for Const.: Chap. 175, laws, 1917; Chap. 31, laws, 1920; Chap. 529, laws, 1939.

State Funds for Maint.: Chap. 529, laws, 1939.

Prefix 518-1010

Oregon State Highway Department

Federal-Aid
Project No. ERFO-182(2)

WEST SIDE COUNTY ROAD IN KLAMATH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 6, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X081
Fourmile Cr. Bridge (#3898A)(Sta. 815+19 to Sta. 815+96)

Remove Existing Bridge	All Required		$ 3,000.00
Furnish Treated Timber Piling	840 lin.ft.	$ 2.00	1,680.00
Drive Timber Piling	28 only	75.00	2,100.00
Class "A" Concrete (70 cu.yds. @ $110.00)	All Required		7,700.00
75'-80' Prestressed Beams	8 only	2,500.00	20,000.00
Metal Reinforcement (6,700 lbs. @ $0.20	All Required		1,340.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
Class "B" Asphalt Concrete	50 ton	15.00	750.00
	Subtotal		$ 36,720.00
	10% Engr. & Cont.		3,672.00
			$ 40,392.00

Salvage Value of Temporary Long Stringers	All Required		$ 200.00
Salvage Value of Old Bridge Lumber	All Required		100.00
			300.00
	Total		$ 40,092.00

Length of Structure 0.015 mile

Summary of Funds

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Fourmile Cr. Br.	40,092.00	40,092.00
Subtotal	$41,092.00	$41,092.00
Retained in Authorized Fund Status Work not covered by the above estimate	12,908.00	12,908.00
	$54,000.00	$54,000.00

FOURMILE CREEK BRIDGE

Prestressed Beam Quantities

4' x 2'9" x 75' to 80' Prestressed Box Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	16.8 cu.yds.	$73.00	1,226.40
Metal Reinforcement	3,250 lbs.	0.12	390.00
Prestress Wire	1,270 lbs.	0.40	508.00
			$ 2,424.40
		Use	$ 2,450.00

Oregon State Highway Department

Federal-Aid
Project No. EGFO-182(2)

WEST SIDE COUNTY ROAD IN MARION COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 4, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X031
Fourmile Creek Bridge (#3898A) (Sta. 815+19 to Sta. 815+96)

Remove Existing Bridge	All Required		$ 3,000.00
Furnish Treated Timber Piling	840 lin.ft.	$ 2.00	1,680.00
Drive Timber Piling	28 only	75.00	2,100.00
Class "A" Concrete (70 cu.yds. @ $110.00)	All Required		7,700.00
75' - 80' Prestressed Beams	8 only	2,500.00	20,000.00
Metal Reinforcement (6,700 lbs. @ $0.20)	All Required		1,340.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	1,500.00
Class "B" Asphalt Concrete	50 tons	15.00	750.00
	Subtotal		$36,720.00
	10% Engr. & Cont.		3,672.00
	Total		$40,392.00

Length of Structure - - - - - - - - - 0.015 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 1,000.00	$ 1,000.00
Fourmile Cr. Bridge	40,392.00	40,392.00
Subtotal	$41,392.00	$41,392.00
Retained in Authorized Fund Status		
Work not covered by the above estimate	12,608.00	12,608.00
	$54,000.00	$54,000.00

FOURMILE CREEK BRIDGE

Prestressed Beam Quantities

4'x2'9" x 75' to 80' Prestressed Box Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	16.8 cu.yds.	$73.00	1,226.40
Metal Reinforcement	3,250 lbs.	0.12	390.00
Prestress Wire	1,270 lbs.	0.40	508.00
			$2,424.40

Use $2,450.00

Form A-88—10M—12-66

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date July 17, 1967

~~Invoice No.~~ State Treasurer

~~P. O. No.~~ Receipt No. 567
SP*234*6-734

Klamath County

c/o Board of Commissioners

Klamath Falls, Oregon

Voucher No. 11 - Progress, Project No. FRFO-182(2)

Reimbursement for cost of repairing West Side Rd., (FAS-420) damaged in 1964-65 flood.

NOTED
H. S. COX

County costs as per statement - $22,401.10	
Federal reimbursement claimed @ 100%	$22,401.10
Retained for final audit 25%	(5,600.28)
Federal Reimbursement	$16,800.82

9551 - 597 (64) $16,800.82

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

RECEIVED
JUL 21 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
[illegible] C. HOLMES

NOTED
DON HARWELL

E R F O

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

June 23, 1967

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Reynoldson:

On this date, June 23, 1967, Klamath County was audited on ER-182 (1); however, the auditor had nothing on E.R.F.O.-182 (2). Klamath County submitted to you on March 28, 1967 our final accounting of the work done on this project.

We have not received any reimbursement on this project and would like to know when this project will be presented to the Bureau and an audit on the completed work so that Klamath County may receive their money.

Please advise me of the status of this project as soon as possible. Your earliest possible attention to this matter will be appreciated.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Engineering Assistant

EEK:ml

Check with Paul Reichert will send over soon

RECEIVED
JUN 26 1967
ENGINEER
COUNTY & CITY DIVISION

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

April 10, 1967

Harold Reynoldson
City County Division
Oregon State Highway Dept.
Salem, Oregon

Rocky Point
Section
F.A.S. 420

Dear Mr. Reynoldson,

Enclosed is a copy of Special Use Permit issused to us by Winema National Forest For right-of-way as shown on Map 8B-29-18

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK/kj

Joe,
I hope this is what you needed, if not let me know.
WR.

NOTED
P. B. Arensmeier

RECEIVED
APR 11 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

FRFO, Klam Co

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

March 28, 1967

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon

Dear Mr. Reynoldson:

Enclosed is the revision which you requested on FAS #420. I had the entire page retyped with the cost breakdown added to it. This sheet then replaces the form previously submitted on September 29, 1966.

I hope this meets with your approval. If I may be of any further assistance, please do not hesitate to contact me.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Engineering Assistant

EEK:ml
Enclosure

RECEIVED
MAR 29 1967
ENGINEER
COUNTY & CITY DIVISION

To Riding
3/29/67

ERFO, Klam Co

RECEIVED
MAR 29 1967
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

F.A. Project No E.R.F.O. 182 (2) County Klamath

FAS Route No. 420 Date March 28, 1967

Warrent or Voucher No.	Brief Description	Costs
	TEMPORARY WORK:	
7832-9751 9906-9985 57-138 215-298	County Payrolls December, 1964-March, 1965	-$2,518.43
	County Equipment Rental	$2,445.62
	Cinders (Pit Run)	$ 41.50
	80' of 36" C.M.P. (from County Stockpile)	$286.40
	Subtotal...Temporary Work	$5,291.95
	PERMANENT WORK:	
9906-9985 57-138	County payrolls January, 1965-February, 1965	$2,602.80
	County Equipment Rental	$2,013.12
183	Lumber	$3,494.33
	Guardrail, bolts, nails, creosote paint (from County Stock	$355.91
		$8,466.16
	PERMANENT WORK: BY-PASS ROUTE	
871-1043 1044-1223	County Payroll	$614.08
	County Equipment Rental	$583.46
	Rock (County Stockpile)	$20.00
4380	Culvert (County Stockpile)	$1,258.00
268	Oil	$747.02
	BRIDGE APPROACH:	
1545-1704 2969-3062	County Payroll December, 1965	$685.84
	County Payroll August, 1966	$381.80
	County Equipment Rental	$1,134.26
	Cinders	$662.50
	Cold Mix (from Stockpile)	$2,216.25
		$5,080.65
	BRIDGE DECK:	
2969-3062	County Payroll August	$34.78
	County Equipment Rental	$103.25
	Cold Mix (from Stockpile)	$201.75
		$339.78
		$5,420.43
	TOTAL...PERMENANT WORK	$22,401.10

FORM PR-83A (2) (12-63)

cc: OSHD(Klabo
OSHD(Edward
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT
(PPM 20-6.1)

RECEIVED
MAR 17 1967
OFFICE
STATE HIGHWAY

RECEIVED
MAR 21 1967
DIVISION ENGINEER
COUNTY & CITY DIVISION

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	4	Klamath	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
3-13-67	C. T. Christianson, Area Engineer		ERFO 182(2)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
9-28-66	7-6-66*	* 100%	Extend comp. date to 12-6-65*
CONTRACT TIME	LOCATION		
Spec. Comp. Date 11-30-65*	Klamath Lake - West Side Highway, FAS 420, between Rocky Point and Sevenmile Creek Bridge		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

* Contract portion only.

NOTED
P. B. Arensmeier

NOTED
P. B. KLABOE

KLAMATH LAKE - WEST SIDE HIGHWAY
Grading, Surfacing and Structures

This project provided for temporary and permanent repairs, including one structure, of damage inflicted by the disastrous flood of December 1964.

3/21/67
Copies to County Clerk Coos Putnam Yamhill Linn

Temporary work was completed on 3-12-65 at a final cost of $69,472.22 by County [illegible] and negotiated contract with Steve Wilson Logging Co. The portion of the cost incurred by Wilson Logging Company ($55,714.11) appears excessively high and, for this reason, a thorough investigation of the supporting documents is recommended at final audit stage.

The contract portion of this project (6690) was completed on 12-6-65 at a final contract cost of $38,548.10 representing a 1% underrun. An overrun of 48% was sustained in the item covering timber piling in order to obtain the required bearing. An underrun of 100% was caused by deleting the item covering Class "B" asphaltic concrete. This item was deleted by Price Agreement No. 2 and the work performed under County Force Order No. 4. A full statement of overruns and underruns is on file with the Division Office copy of this report.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

(more)

Acceptance of the project is recommended.

C. T. Christianson, Area Engineer

Project Accepted 3-13-67

A. R. Parsons, Division Engineer

NOTED
H. S. COX

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MANUR C. HOLMES

NOTED
DON HARWELL

Records indicate that materials incorporated into the contract portion of this work are in substantial conformance with specifications.

Work was completed under County Force Order No. 3 at a final cost of $3,222.56, representing an underrun of 37% below the estimated cost as approved on the order.

Work was completed under County Force Order No. 4 on or about 9-28-66 at a final cost of $5,420.43, representing an underrun of 17% below the approved amount. This order includes the work prescribed by State Force Order No. 1 which was used as a procedural instrument for approval purposes.

Materials used in the portion of this project constructed by County forces was obtained from locally available borrow sources and/or County maintenance stock and is considered acceptable for incorporation in the work.

It is noted that the total final cost of this project is $121,489.21, representing an overrun of 125% over the programed amount of $54,000. This overrun has occurred due to the following reasons:

1. The Initial Report mentions work to be performed by the U.S. Corps of Engineers at Varney Creek (Fourmile Creek).

   This structure was subsequently programed as a part of this project in the amount of $25,000. Following design and construction, it was found that this structure required the expenditure of approximately $43,000, accounting for an overrun of $18,000.

2. The billing for work performed by the Steve Wilson Logging Company was not anticipated as a part of the temporary work and was not included in the programmed amount. This billing was not submitted promptly and the timing of the alleged agreement and billing are separated by a change in supervisory engineering personnel as a result of a change in political administration. The amount charged ($55,714.11) is approximately $50,000 higher than had been expected by this writer, at the time the matter was initially discussed, and accounts for the balance of the overrun.

It is recommended that this project be accepted subject to validation of the billing submitted by Wilson Logging Company at the time of final audit.

STATE COPY

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 9, 1967

08-35-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project EKPO-182(2)
West Side County Road
Klamath County
Emergency Repairs

NOTED
P. B. Arensmeier

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 27, 1967 letter are conditionally approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

Our conditional approval is limited to the cost of the Steve Wilson Logging Co. temporary work which appears to be excessive and is subject to validation at final audit stage. In addition to the substantiating agreement and statements mentioned in Mr. Winston Kurth's letter dated December 6, 1966 to Mr. Reynoldson, City-County Division, Oregon State Highway Department, the project records should contain a certification of validity signed by the chairman of the Board of County Commissioners stating that the billing is reasonable and that the work reflected thereby was performed on the Klamath Lake - West Side Highway, and/or the Forest Service road utilized as a detour around the Fourmile Creek Bridge, under the direct supervision of the County.

(more)

RECEIVED
MAR 15 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
K. H. PRANGE

The actions covered herein involve temporary repairs on 18.04 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $55,714.00 and County Force Account work amount of $13,758.00. Estimated emergency fund participation is to be 100% financing, or $69,472.00.

Findings regarding non-incidental permanent repairs on the project by County Forces were previously transmitted on August 13, 1965 and June 23, 1966. We concurred in the contract award for Fourmile Creek Bridge on September 7, 1965.

Enclosures

cc:
Region (2) w/2 copies agreement estimate and plans
(PR-37 distributed separately)
H. S. Cox, County-City Div.
Lusk

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
RICHARD UNREIN

March 2, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Federal-Aid Project Acceptance
Project No. ERFO-182(2)
Klamath County

Dear Sir:

This is to advise you that all work authorized under FAP No. ERFO-182(2) has been completed. The type and location of the work are as follows:

Formal Contract		
6690	Four Mile Crk. Br.	Sta. 815+19 to Sta. 815+96
Permanent Repairs		
CFO #3	FAS 420	MP 6.46 to MP 24.50
CFO #4	FAS 420	MP 6.46 to MP 24.50
Temporary Repairs		
County Force (Equip., Labor & Materials)	FAS 420	MP 6.46 to MP 24.50
Steve Wilson Logging Company	FAS 420	MP 6.46 to MP 24.50

Attached are the necessary supporting data required by your office.

Your final acceptance of the project is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: C. H. Maison
E. S. Hunter
F. D. Morgan
I. D. Merchant
R. N. Chase
H. S. Cox

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

RECEIVED
MAR 2 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

Oregon State Highway Department

Federal-Aid
Project No. ERFO-182(2)

WEST SIDE COUNTY ROAD IN KLAMATH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Klamath County Billing.)

Salem, Oregon, February 27, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code XC21
[illegible] Cr. Bridge (#3898A)(Sta. 815+19 to Sta. 815+96)(Contract No. 6690)

Remove Existing Bridge	All Required		$ 2,000.00
Furnish Treated Timber Piling	840 lin.ft.	$1.56	1,310.40
Drive Timber Piling	28 only	74.00	2,072.00
Class "A" Concrete (70 cu.yd.)	All Required		8,050.00
75'-80' Prestressed Beams	8 only	2,672.00	21,376.00
Metal Reinforcement (6,700 lbs.)	All Required		2,340.00
8-inch Metal Unperforated Drain Pipe	30 lin.ft.	15.73	471.90
Type "A" Coating			
Class "B" Asphalt Concrete	50 ton	23.50	1,175.00
	Subtotal		$ 38,795.30
	10% Engr. & Cont.		3,878.70
			$ 42,674.00

Salvage Value of Temporary Long Stringers	All Required	$ (200.00)
Salvage Value of Old Bridge Lumber	All Required	(100.00)
		$ (300.00)
	Total	$ 42,374.00

Type Code 5231
FAS 420, Temporary and Permanent Flood Repairs (MP 6.46 to MP 24.50)
Temporary

County Force Equipment, Labor and Materials	All Required	$ 13,758.11
Steve Wilson Logging Company	All Required	55,714.11
		$ 69,472.22

Permanent

Approved C.F.O. No. 3	All Required	$ 3,222.56
Approved C.F.O. No. 4	All Required	5,420.43
		$ 8,642.99
		$ 78,115.21
	Total	$121,489.21

Length of Project - - - - - - - - - - - - - - 18.04 miles (intermittent)

RECEIVED
MAR 1 - 1967
ENGINEER
COUNTY & CITY DIVISION

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Fourmile Cr. Br. (Cont. 6690)	42,374.00	42,374.00
Temp. & Perm. Repair by County	78,115.21	78,115.21
Total	$ 121,489.21	$121,489.21

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 518-1010

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

December 6, 1966

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Reynoldson:

Enclosed are copies of statements received from Steve Wilson Logging Company. The statement regarding the Rock Creek Road is that which refers to the County Road FAS 420, ER 182 (2). The other statement regards a Forest Service Road that connects to the County Road. This statement includes temporary bridge construction and emergency repair work to the County Road.

Steve Wilson Logging Company is in the process of preparing the substantiating agreement, this requires statements from John Creed, County Engineer at the time of the incident, and a Forest Ranger who has since been transferred.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

NOTED
RICHARD UNREIN

WWK:ml
Enclosures (2)

RECEIVED
DEC 8 - 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

RECEIVED
DEC 8 - 1966
ENGINEER
COUNTY & CITY DIVISION

June 27, 1966

To:
S. O. Wilson
8705 Crater Lake Highway
White City, Oregon 97501

STATEMENT

FLOOD DISASTER CONSTRUCTION - ROCK CREEK ROAD - JAN. 2 - JAN. 16, 1965

Jan. 2-8; Preparation, setup, temporary bridge, etc.:

1 Lowboy Trailer and Truck	8 @$15 w/o Operator	$ 120.00		
1 Logging truck & trailer	8 @$15 w/o Operator	120.00		
1 #14 Caterpillar Motor Grader	32 @$15 w/o Operator	480.00		
1 Warco-Huber Motor Grader	32 @$10 w/o Operator	320.00		
1 #977 Caterpillar Shovel	32 @$15 w/o Operator	480.00		
			$	1,480.00

Jan. 11-22 (12 da @ 9 hrs/day):

3 Caterpillar #631 Scrapers	216 @$30 w/o Operator	$ 6,480.00		
2 Caterpillar D-8 Powershift Tra	216 @$25 w/o Operator	5,400.00		
1 Caterpillar D-9 Tractor	108 @$30 w/o Operator	3,240.00		
1 Dump Truck	108 @$10 w/o Operator	1,080.00		
1 Scoop Loader	108 @$15 w/o Operator	1,620.00		
1 Caterpillar #14 Motor Grader	108 @$15 w/o Operator	1,620.00		
			$	19,440.00

Pro-Rated Cost of Personnel:

Name	Jan. Total Cost	%		
Bishop	$ 886.24	62½	$ 553.90	
Childress	593.09	59	349.92	
Johnson	593.09	59	349.92	
Jones	922.90	74	682.94	Forest service Road
Larson	854.88	76	649.71	
Littlefield	628.63	69	433.75	
McLean	859.88	70	601.92	
Nelson	841.13	76	639.26	
Pech	888.63	71	630.93	
Pleasant	593.09	59	349.92	
Short	861.13	73	628.63	
Weidman	686.13	65	445.98	
West	779.88	79	616.11	
			$	6,932.89

Total Machine and Personnel Cost, Rock Creek Road ———— $ 27,852.89

RECEIVED
DEC 8 - 1966
ENGINEER
COUNTY & CITY DIVISION

June 27, 1966

To:

S. O. Wilson
8705 Crater Lake Highway
White City, Oregon 97501

S T A T E M E N T

FLOOD DISASTER CONSTRUCTION, CRYSTAL SPRINGS ROAD, FEB. 2-26, 1965

Date & Hrs. 1965		2 Motor Scrapers Caterpillar #631	Scooploader & Dumptruck	#14 Grader Caterpillar	D-8 Tractor Caterpillar
Feb. 2	45	18	9	9	9
3	45	18	9	9	9
4	45	18	9	9	9
5	45	18	9	9	9
6	16				
8	45	18	9	9	9
9	45	18	9	9	9
10	45	18	9	9	9
11	45	18	9	9	9
12	45	18	9	9	9
15	45	18	9	9	9
16	45	18	9	9	9
17	45	18	9	9	9
18	45	18	9	9	9
19	45	18	9	9	9
22	45	18	9	9	9
23	45	18	9	9	9
24	45	18	9	9	9
25	45	18	9	9	9
26	45	18	9	9	9
2/2-26	871	358	171	171	171

FAS
Called
Earl Kressler
today 12/9/66

SUMMARY:

Equipment with Operators	Hours	Rate	Amount
2 #631 CAT Scrapers @179 Hrs. Each	358	$35	$ 12,530.00
Dump Truck and Loader	171	$30	5,130.00
CAT #14 Motor Grader	171	$20	3,420.00
CAT D-8 Power Shift Tractor	171	$30	5,130.00
Supervision (Mr. McLean)	N/A	N/A	753.25
Employer Payroll Tax	N/A	N/A	42.37
Accident Insurance	N/A	N/A	37.66
Supervision (Mr. Bishop)	N/A	N/A	703.23
Employer Payroll Tax	N/A/	N/A	39.55
Accident Insurance	N/A	N/A	35.16
TOTAL			$ 27,321.22

NOTED
H. S. COX

November 16, 1966

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Mr. Winston Kurth
Klamath County Engineer
County Courthouse
Klamath Falls, Oregon

Mt 182(2)
Four Mile Creek Bridge
FAS 420

Dear Mr. Kurth:

This letter is a reply to your telephone request on November 4 concerning the reimbursement of Wilson Logging, with "ER" money, for temporary work done on subject project.

Mr. Christiansen of the Bureau of Public Roads said he would recommend that the temporary work on this project by the Wilson Logging Company be accepted as temporary work on the project, but that it be held by the County until the final audit, and would either be accepted or rejected at that time. By so doing the regular County "ER" money would not be held up.

The County will have to get the logging company to furnish records of all the costs on the project, such as labor, material, equipment etc., to present at the final audit. There also should be some form of substantiating agreement, oral or written, between the County and the Wilson Logging Company to be presented at this time. Also if the logging company has reclaimed the logs used for the bridge this should be reflected in the reimbursement.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HRer

cc: Duane Ridings

Copy Sent to B.P.R.

NOTED
R. H. PRANGLE

NOTED
DON HARWELL

COST SUMMARY

F.A.Project No. E.R.F.O. 182 (2) County Klamath

FAS Route No. 420 Date September 29, 1966

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK:	
7832-9751 9906-9985 57-138 215-298	County Payrolls December, 1964-March, 1965	$2,518.43
	County Equipment Rental	$2,445.62
	Cinders (Pit Run)	$ 41.50
	80' of 36" C.M.P. (From County Stockpile)	$286.40
	Subtotal...Temporary Work	$5,291.95
	PERMANENT WORK:	
9906-9985 57-138	County Payrolls January, 1965-February, 1965	$2,602.80
	County Equipment Rental	$2,013.12
183	Lumber	$3,494.33
	Guardrail, bolts, nails, creosote paint (from County stock)	$355.91
		$8,466.16
	PERMANENT WORK: BY-PASS ROUTE	
871-1043 1044-1223	County Payroll	$614.08
	County Equipment Rental	$583.46
	Rock (County Stockpile)	$20.00
4380	Culvert (County Stockpile)	$1,258.00
268	Oil	$747.02
		$3,222.56
1545-1704 2969-3062	County Payroll December, 1965	$685.84
	County Payroll August, 1966	$416.58
	County Equipment Rental	$1,237.51
	Cinders	$662.50
	Cold Mix (From Stockpile)	$2,418.00
		$5,420.43
	TOTAL...PERMANENT WORK	$22,401.10

RECEIVED
SEP 30 1966
ENGINEER
COUNTY & CITY DIVISION

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF

COUNTY ENGINEER

COURTHOUSE

KLAMATH FALLS, OREGON

September 29, 1966

Mr. Verne Jones
Oregon State Highway Department
City-County Division
Salem, Oregon 97310

Dear Mr. Jones:

The enclosed cost summary has been prepared in lieu of the reports previously submitted to your office on June 8, 1966 and September 27, 1966.

The construction on this project has now been completed and we have computed the actual cost of the permanent work.

Very truly yours,

Earl E. Kessler

Earl E. Kessler
Engineering Assistant

EEK:ml
Enc.

Disregard Kessler letter of Sept 27

RECEIVED
SEP 30 1966
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

F.A.Project No. E.R.F.O. 182 (2) County Klamath

FAS Route No. 420 Date September 29, 1966

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK:	
7832-9751 9906-9985 57-138 215-298	County Payrolls December, 1964-March, 1965	$2,518.43
	County Equipment Rental	$2,445.62
	Cinders (Pit Run)	$ 41.50
	80' of 36" C.M.P. (From County Stockpile)	$286.40
	Subtotal...Temporary Work	$5,291.95
	PERMANENT WORK:	
9906-9985 57-138	County Payrolls January, 1965-February,1965	$2,602.80
	County Equipment Rental	$2,013.12
183	Lumber	$3,494.33
	Guardrail, bolts, nails, creosote paint (from County stock)	$355.91
		$8,466.16
	PERMANENT WORK: BY-PASS ROUTE	
871-1043 1044-1223	County Payroll	$614.08
	County Equipment Rental	$583.46
	Rock (County Stockpile)	$20.00
4380	Culvert (County Stockpile)	$1,258.00
268	Oil	$747.02
		$3,222.56
1545-1704 2969-3062	County Payroll December, 1965	$685.84
	County Payroll August, 1966	$416.58
	County Equipment Rental	$1,237.51
	Cinders	$662.50
	Cold Mix (From Stockpile)	$2,418.00
		$5,420.43
	TOTAL...PERMANENT WORK	$22,401.10

RECEIVED
SEP 30 1966
ENGINEER
COUNTY & CITY DIVISION

(See new sub mission March 28, 1967

ERFO

FORM PR-33A (REV. 9-65)

cc: OSHD(Klaboe)
OSHD(Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	3	Klamath	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-28-66	C. T. Christianson, Area Engr		ERFO-182(2)

IN COMPANY WITH Earl Kessler, Asst County Engr; Reed Morritt, Res Engr, OSHD; R. L. Lindstrom, Res Engr, BPR; and L. H. Warfield, Asst Div Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	N/A %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

KLAMATH LAKE - WEST SIDE HIGHWAY
Grading, Surfacing, and Structures

The temporary phase of flood restoration work was completed on 3-12-65 at a final cost of $13,758.11. Work has subsequently been completed under County Force Order No. 3 at a final cost of $3,222.56. The C.F.O. provided for a detour around the Fourmile Creek Bridge during structure reconstruction. This detour utilized a Forest Service road and required minor resurfacing work on this route.

The contract portion of this project was completed on 12-6-65 under Contract No. 6690 at a final estimated cost of $43,000. The contract portion of the project was inspected on 4-25-66 and found to have been completed in apparent conformance with plans and specifications.

The following measurements were recorded at that time:

Beam Length	78 ft.
Deck Width (Curb to Curb)	28
Walkway Width	1 ft. 10 in.
Parapet Rail Width	10

These measurements are all in substantial conformance with the dimensions called for on the plans.

The laboratory reports were reviewed and indicate that materials incorporated into this project were in substantial conformance with the specifications. The minor deficiency encountered in the concrete aggregate, as mentioned in the previous report, has not affected the strength of the concrete as noted in the lab reports covering cylinder breaks for this structure. It is recommended that the materials be considered satisfactory for incorporation into this work.

10/14/66 Copies to Glenn Putnam Morritt Cof 20

(more)

NOTED
HAROLD REYNOLDSON

RECEIVED
OCT 17
ENGINEER
CY & CITY DIVISION

Work was completed under County Force Order No. 4 at a final cost of $5,420.43. This C.F.O. provided for approach fill construction and paving, as well as paving of the bridge deck as deleted from the contract and cross referenced by State Force Order No. 1 on this project.

All materials utilized in the County portion of this work were obtained from locally available borrow sources or County maintenance stock, and are considered suitable for incorporation into the work.

It was noted at the time of this inspection that the approach pavement was slightly rough with respect to grade matching that of the bridge deck. However, the deficiency is considered to be very minor and will not be detrimental to the service ability of this installation.

All work on this project has been completed in accordance with good engineering and construction practice, and has resulted in a satisfactory facility.

OCT 13 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
JUL 26 1966
FOR FILING

ENF(1) 182(2)

6690

July 26, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $300 will be made to Underwood and Richards Construction Company on Contract No. 6690 for construction of the Four Mile Creek Bridge on FAS 420 in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $38,798.10 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Underwood & Richards Construction Co.
P. O. Box 1050
Bend, Oregon

Lumbermen's
1024 Bend Street
Bend, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 24 1966
FOR FILING

EAFL-192 (2)

6690

July 15, 1966

#4

Underwood and Richards Construction Company
P. O. Box 1050
Bend, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 14 considered your request for an extension of time on Contract No. 6690 for the Four Mile Creek Bridge on FAS 420 in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to December 6, 1965.

Very truly yours,

Floyd Osery, Secretary
OREGON STATE HIGHWAY COMMISSION

lm
cc J. F. Putnam
A. Nelsen
L. H. Young
Ivan Merchant
C. H. Nelsen
Bureau of Public Roads

RECEIVED
JUL 14 1966
FOR FILING
ER-182(2)
6690

July 12, 1966

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
San Francisco, California 94104

Gentlemen:

Contract No. 6690 awarded to Underwood and Richards Construction Company for the Four Mile Creek Bridge on the West Side Road, FAS 420, in Klamath County was completed on December 6, 1965, and accepted by the Highway Commission on July 6, 1966.

Final payment in the amount of $1,939.77 will be released to the contractor after July 19, 1966. The total contract amount is $38,498.10 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkn
cc Underwood & Richards Constr. Co.
P. O. Box 1050
Bend, Oregon

Lumbermen's
1034 Bond Street
Bend, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 6 1966
FOR FILING
EAEO 182 (2)
6690

July 6, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 6, 1965, on Contract No. 6690. The contract was with Underwood & Richards Construction Company and was for construction of Four Mile Creek Bridge on the West Side Road (FAS420) in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 6, 1966, and that you concur in this procedure at the Commission meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
C. H. Maison
L. R. Chandler

bg fn

E-830 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 18 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 22, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 12/1/65 days to 12/6/65 days, within which to complete our Contract No. 6690, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extra time for driving 40' instead of 30' pilings and securing same.

Respectfully submitted,

UNDERWOOD & RICHARDS CONSTRUCTION COMPANY
Contractor

By [signature] Partner

CONSENT OF SURETY

Date April 1, 1966

We, GLENS FALLS INSURANCE CO.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GLENS FALLS INSURANCE CO.
By [signature] Attorney-in-Fact
(SEAL)
By [signature] Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6690 Contractor Underwood & Richards Construction Co.

Highway West Side Road, FAS 420

Section Four Mile Creek Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of extra work (Longer piling) added.

Recommended for Approval:

J. J. Pautzke
Division Engineer

Ivan V. Marchant
~~Construction Engineer~~ or Bridge Engineer

Leo Nuss
State Highway Engineer

Contract No. 6690

Project designation ERFO-182(2)
State-Federal

Date awarded Sept. 7, 1965

Work started Sept. 30, 1965

Per cent completed 100%, December 6, 1965
Date

No. of ~~Workdays~~ Calander Days Allowed 74

No. of ~~Workdays~~ Calander Days Used 80

No. of Added ~~Workdays~~ Calander Days Requested 6

SP-6690-181

RECEIVED
JUN 20 1966
FOR [illegible]

ERFO-182(2)

6690

June 17, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
July 14, 1966 meeting

Gentlemen:

Underwood and Richards Construction Company, contractor on the Four Mile Creek Bridge on the West Side Road, FAS 420 in Klamath County, Contract 6690, has requested that the specified completion date of November 30, 1965, be advanced to the actual completion date of December 6, 1965, without assessment of liquidated damages.

The request cites more time involved in procuring and driving additional piling on an extra work order as the reason for failure to complete the work within the time specified.

The contractor's contention is correct. Extra work involved in ordering and driving additional length piling caused the overrun in time.

Because the contractor was prevented by conditions beyond his control in completing the work on time, I recommend that the requested extension be granted without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda of the July 14 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Quary
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
J. F. Putnam

CAG:jf bg

ER

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

June 28, 1966

Oregon State Highway Department
City-County Division
Salem, Oregon

Attention: Verne Jones

Dear Verne:

In regards to the storm damage repair done to the Crescent Cut-Off Road. This work was done while our crews were in that area in February of 1965. This damage was not fully know because of the heavy snow in that area. Once our crews opened the road, repairs had to be made. I believe the original Bureau inspection team was aware of this condition and made note of it in their preliminary report.

In regards to the approach work on the Four Mile Bridge, this work was done from November 29, 1965 through December 6, 1965. It consisted of approach fills to the bridge so that traffic could cross over it.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml

Copies to Ridings
7-5-66
V.T.

RECEIVED
JUN 29 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
V. R. JONES

RECEIVED
JUN 29 1966

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

EA I - 182 (2)

TO 66:93 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 23, 1966

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: (for) M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-182(2)
Fourmile Bridge Section
West Side Road, Klamath Co. FAS 420
County Force Order No. 4

Mr. Young's letter of June 16, 1966 furnished copies of subject County Force Order covering grading and paving of bridge approaches on subject ERFO project. This letter ratifies in writing our June 6, 1966 tentative oral approval of the proposed work retroactive to November 29, 1965.

Retroactive approval is granted because of a misunderstanding of which agency would accomplish the work per Mr. Jones' June 14, 1966 report, and that the County inadvertently overlooked submitting the documentation because of this misunderstanding.

We have approved the use of County force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the county and under their direct control, for the reasons outlined in Mr. Young's letter and Mr. Jones' June 14, 1966 letter to the files in the final amount of $6,562.00 with Federal participation of 100%.

County equipment rental rates were according to a schedule that had not been previously approved by this office for use on force account work and was based on accounting records. Participation in costs was determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
James w/encls.
BY ASST. STATE HWY. ENGR.
6-29-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
(Contingent upon modification of project agreement if changes are made)
NOV 29 1965
Acting Division Engineer
U.S. Bureau of Public Roads

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 4

F.A. Project No. ERFO-182(2) Date June 8, 1966

Highway WEST SIDE ROAD F.A.S. 420 NFH 48

County Klamath Prefix Account No.

Description of Work to be Done:

Approach fills to Four Mile Creek Bridge and surfacing of approaches. Work partially completed; this work was inadvertently omitted on force order ERFO 182 (2).

Estimate of Quantitles and Costs
County Force Work (Permanent)

Labor (All Required)	$1,500.00
Equipment (All Required)	$1,600.00
Material (Cold Mix Asphaltic Concrete) 400 yds. @$7.00	$2,800.00
(Cinder Fill) 2,648 yds. @ $0.25	$662.00
Total	$6,562.00

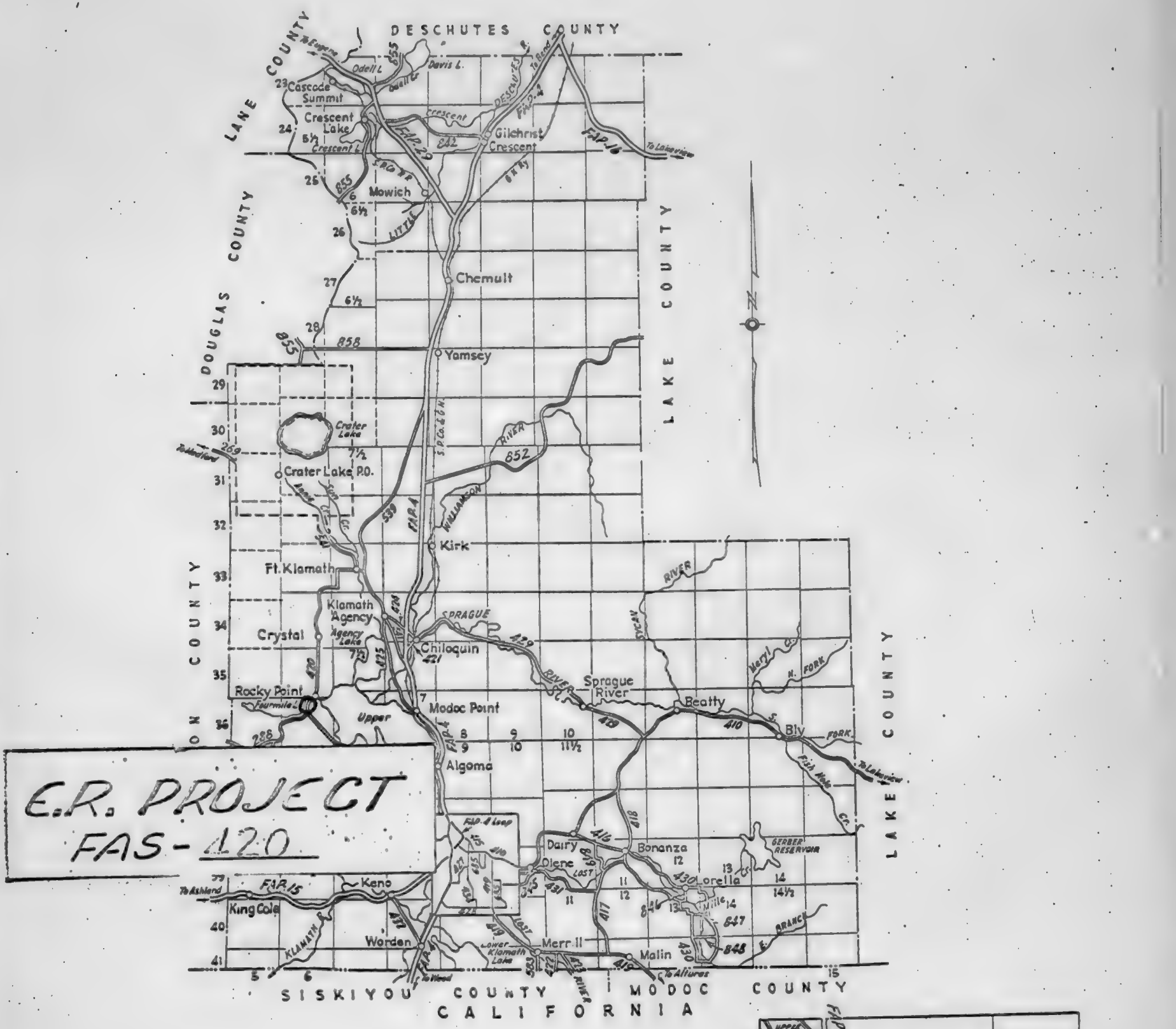
Explanation:

Construction and surfacing of approach fills to Four Mile Creek Bridge project. Bridge built by State contract with flood relief funds. Approach work and surfacing could more practically be done by County so this portion of work is being done by County.

Submitted by Kristen H. Kuntz

Approved

RECEIVED
JUN 9 1966
ENGINEER
COUNTY & CITY DIVISION


DESCHUTES COUNTY
LANE COUNTY
DOUGLAS COUNTY
LAKE COUNTY
SISKIYOU COUNTY
MODOC COUNTY
CALIFORNIA
Cascade Summit
Crescent Lake
Crescent
Gilchrist
Odell L.
Davis L.
Crescent L.
Mowich
Chemult
Yamsey
Crater Lake
Crater Lake P.O.
Kirk
Ft. Klamath
Klamath Agency
Crystal
Agency Lake
Chiloquin
Rocky Point
Fourmile L.
Upper
Modoc Point
Algoma
Sprague River
Beatty
Bly
Dairy
Diene
Bonanza
Lorella
Keno
King Cole
Worden
Merrill
Malin
Gerber Reservoir
Sprague
Williamson
Klamath
Lost
Miller
Upper Klamath Lake
Lower Klamath Lake
To Ashland
To Klamath Falls
To Lakeview
To Alturas
To Bend
To Eugene
To Medford
To Weed
FAP-4
FAP-15
FAP-16
FAP-4 Loop
FAS-29
FAS-2
FAS-3
FAS-4
FAS-5
FAS-6
FAS-7
FAS-8
FAS-9
FAS-10
FAS-11
FAS-12
FAS-13
FAS-14
FAS-15
FAS-16
FAS-17
FAS-18
FAS-19
FAS-20
FAS-21
FAS-22
FAS-23
FAS-24
FAS-25
FAS-26
FAS-27
FAS-28
FAS-29
FAS-30
FAS-31
FAS-32
FAS-33
FAS-34
FAS-35
FAS-36
FAS-37
FAS-38
FAS-39
FAS-40
FAS-41

RECEIVED
JUN 16 1966
FOR FILING
ERFO-182(2)
6690

June 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for County Force Work No. 4 covering permanent flood repair work consisting of grading and paving bridge approach fills on the West Side Road FAS 420 in Klamath County in connection with Emergency Relief Project No. ERFO-182(2).

This work was necessary to grade and pave approaches to the new bridge constructed under Contract No. 6690. The State assumed that this work would be done by the county so the approach work was not included in the contract. A memo to the file detailing the county's position and the reason for the delay in submitting the order for force work is attached.

County forces are available and have the equipment, personnel and materials to do the work more economically and expeditiously than by separate contract. Equipment rental rates are to be those established by the county.

This work was tentatively recommended for retroactive approval by the BPR Area Engineer to the date work started. Your approval as of that time, under the provisions of PPM 21-6.3, on actual cost basis, is requested.

The total estimated amount of the Order is $6,562.00 with Federal participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:jb

cc: R. H. Chase
H. S. Cox

COST SUMMARY

6-10-66

F.A.Project No. 182 (2) County Klamath

FAS Route No. Bypass route for Four Mile Bridge Date

Warrant or Voucher No.	Brief Description	Costs
	Permanent Work:	
871-1043 1044-1223	County Payroll	$614.08
	County Equipment Rental	$583.46
	Rock (County Stockpile)	$20.00
4380	Culvert (County Stockpile)	$1,258.00
268	Oil	$747.02
	Subtotal--Permanent Work	$3,222.56
	Total Cost--Entire Route	$3,222.56

RECEIVED
JUN 10 1966
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

F.A.Project No. _____ County Klamath

FAS Route No. 420 Date _____

Warrant or Voucher No.	Brief Description	Costs
	Temporary Work:	
7832--9751 9906--9985 57--138 215--298	County Payrolls December, 1964-March, 1965	$2,518.43
	County Equipment Rental	$2,445.62
	Cinders (Pit run)	$41.50
	80' of 36" C.M.P. (from County Stockpile)	$286.40
	Subtotal--Temporary Work	$5,291.95
	Permanent Work:	
9906-9985 57-138	County Payrolls January, 1965-February, 1965	$2,602.80
	County Equipment Rental	$2,013.12
183	Lumber	$3,494.33
	Guardrail, bolts, nails, creosote paint (from County stock)	$355.91
	*Subtotal--Permanent Work	$8,466.16

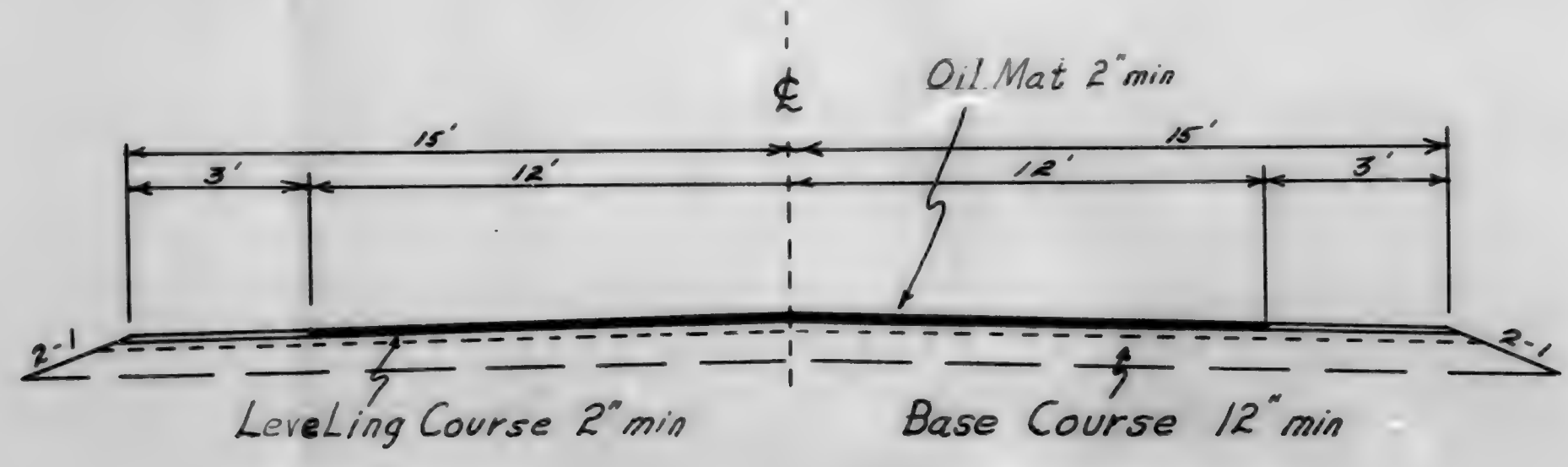
*Permanent Work Not Yet Completed

RECEIVED
JUN 10 1966
ENGINEER
COUNTY & CITY DIVISION

TYPICAL SECTION

F.AS 420 ER

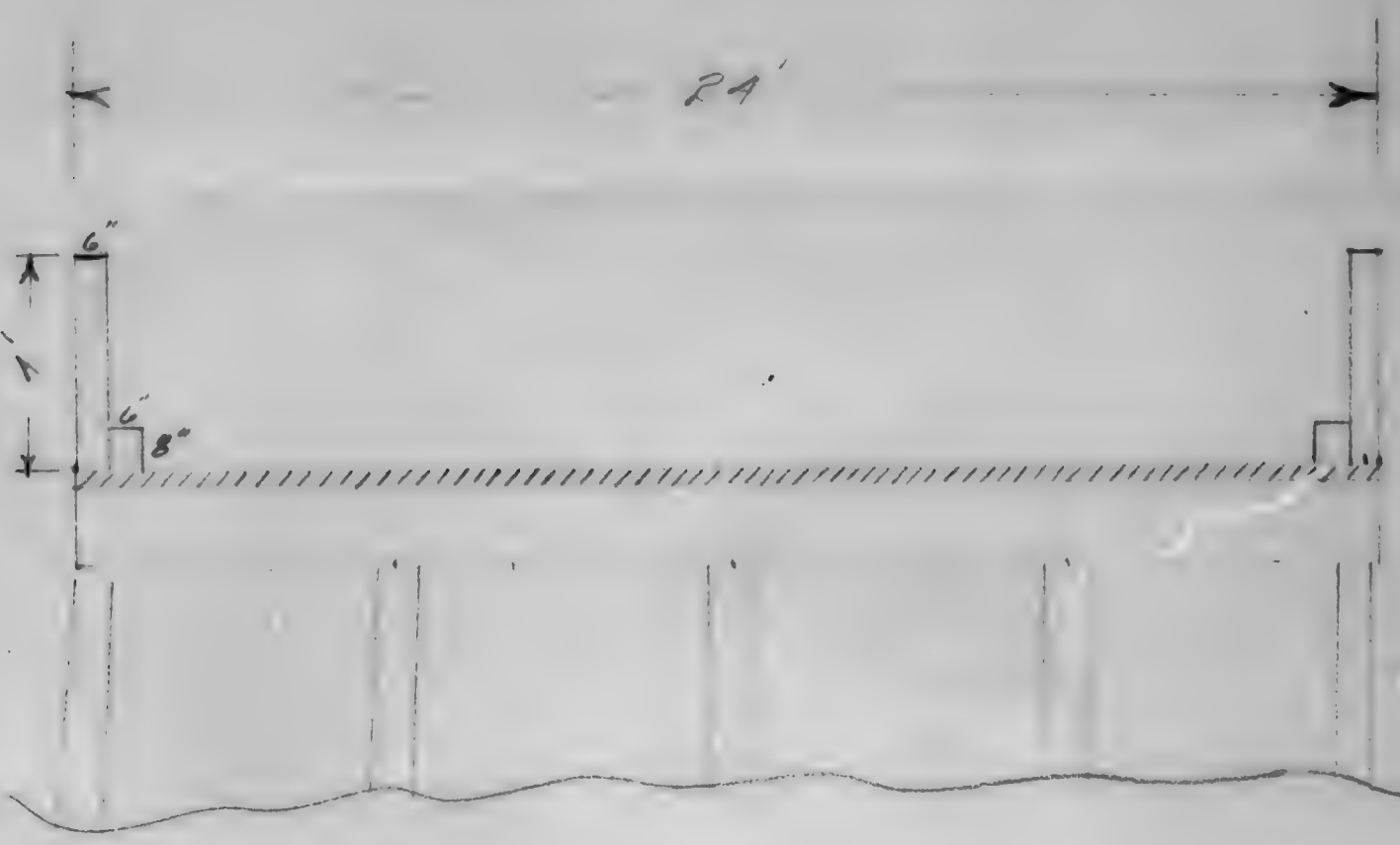
KLAMATH COUNTY

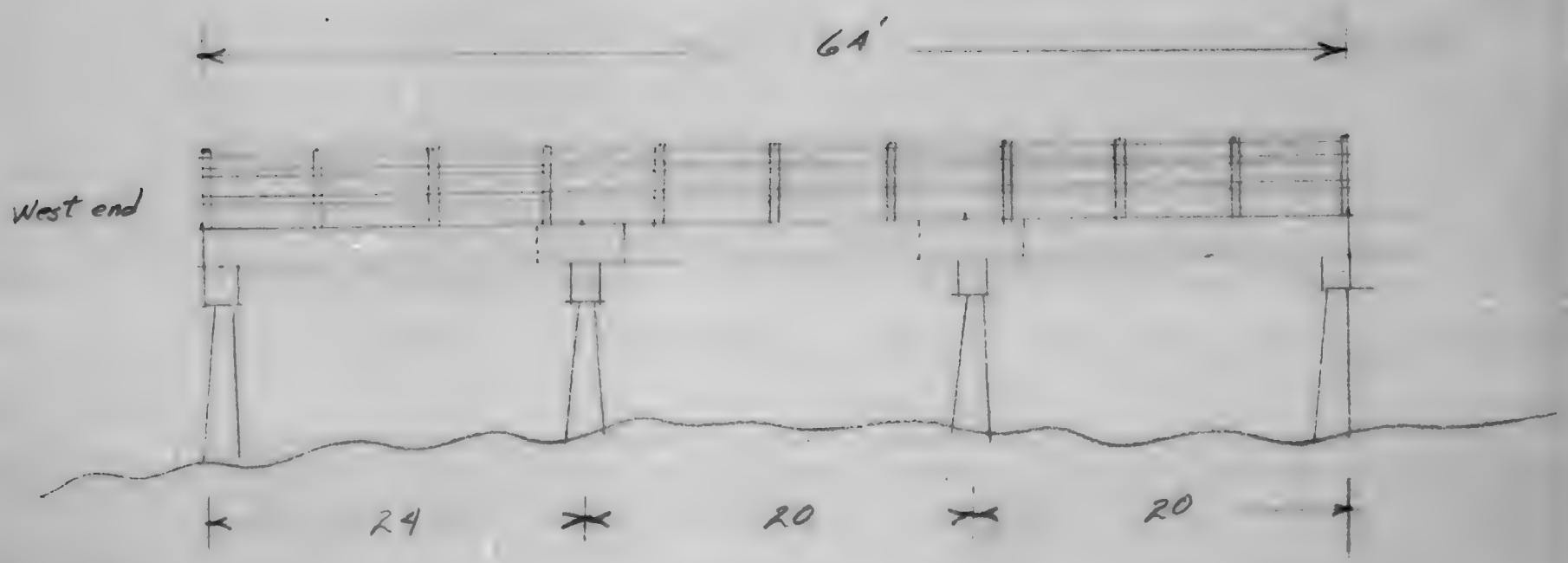


TYPICAL BRIDGE

F.A.S. 420 ER

KLAMATH COUNTY





VRJ:nr 6/14/66

MEMO TO FILES:

Four Mile Creek Bridge Section
E R F 0-182(2)
FAS 420, Klamath County

The structure over Four Mile Creek was completely destroyed during the December 1964 flood and has been replaced with a new structure under State Highway Department contract No. 6690 at an estimated cost of $42,500. Inasmuch as Klamath County assumed that the approaches to the new structure would be constructed under the State's contract, they submitted Force Order No. 3 dated July 7, 1965 covering the construction of a detour only. The State however, in assuming the county would construct the approaches, did not include this item in the bridge contract. In order to make the new structure usable after its completion on December 6, 1965, Klamath County Forces placed cinder material in the approach fills to adequately carry traffic with the intention of constructing an asphaltic concrete wearing surface at a later date. The County, now realizing that it had inadvertently failed to submit a Force Order covering this work, has submitted the attached Force Order No. 4 in the amount of $6,562.00 for constructing the Four Mile Creek Bridge approaches and has requested a retroactive approval of same.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:nr

Contract No. — Section Two Mile Creek Bridge FA No. EREC-182(2)

Type Order CIO No. 4 Amount $ 4562.00 Funds in Project Author. $ _____

Status of Total Project Authorization: Over _____ % $ _____ Under _____ % $ _____

Explanation (why) and Comments To cover cost of permanent flood repair work consisting of grading and paving bridge approach fills. This work not included in Bridge Contract, temporary repairs or detour construction through oversight. County has equipment and personnel and can do work more economically than by Contract.

Price Checked by Cost Analyst — Discussed Ass't. Constr. Engr. Yes

Discussed B.P.R. June 13 June 6 19 66 by Swan Jones

Action Recommended B.P.R. Tentative approval and By Christenson
recommended for retro-active approval to date work started.
Authorized to proceed due to emergency or unusual conditions: YES _____ NO _____

cc: Bureau of Public Roads

co-att

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 4

F.A. Project No. ERFO-182(2) Date June 8, 1966

Highway WEST SIDE ROAD F.A.S. 420 NFH 48

County Klamath Prefix Account No.

Description of Work to be Done:

Approach fills to Four Mile Creek Bridge and surfacing of approaches. Work partially completed; this work was inadvertently omitted on force order ERFO 182 (2).

Estimate of Quantitles and Costs
County Force Work (Permanent)

Labor (All Required)	$1,500.00
Equipment (All Required)	$1,600.00
Material (Cold Mix Asphaltic Concrete) 400 yds. @$7.00	$2,800.00
(Cinder Fill) 2,648 yds. @ $0.25	$662.00
Total	$6,562.00

Explanation:

Construction and surfacing of approach fills to Four Mile Creek Bridge project. Bridge built by State contract with flood relief funds. Approach work and surfacing could more practically be done by County so this portion of work is being done by County.

Submitted by Winston W. Kuzell

Approved

RECEIVED
JUN 9 1966
ENGINEER
COUNTY & CITY DIVISION

for 420
Klam. Co

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

June 8, 1966

Mr. Verne Jones
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Verne:

Enclosed is a force order request for work done on the Four Mile Creek Bridge as previously discussed with you.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml
Enclosures (3)

RECEIVED
JUN 9 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. J.

Form S-10—3064

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

FAS 420 Klamath Co. ERFO 182(2)

Four Mile Creek Bridge June 6, 1966

Tentative approval has been given by C.T. Christiansen of B.P.R. for a Klamath County Force covering construction of approaches for this structure as of this date. The County is now preparing the Force Order.

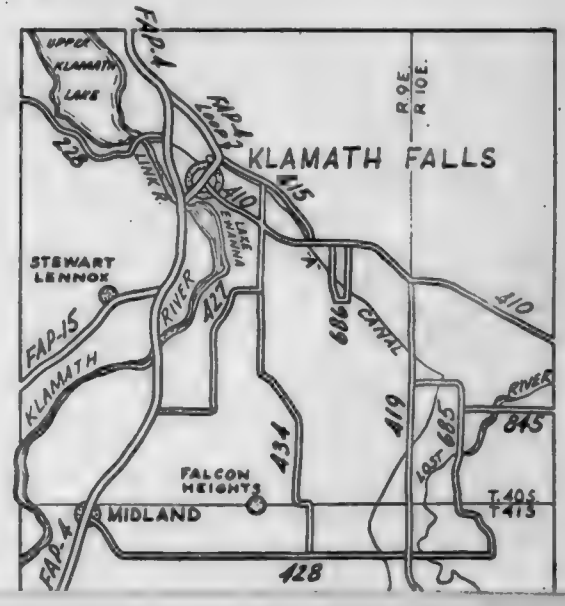
E.R. PROJECT
FAS-420

KLAMATH COUNTY
FAS SYSTEM

Scale 0 4 8 Mi. Oct. 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



RECEIVED
JUN 1 1966

Form DO-12
(1-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFO-182(2)

TO : Mr. Forrest Cooper. State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: June 7, 1966

In reply refer to: 08-35-DB

6690

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Project ERFO-182(2)
Four Mile Creek Bridge, Klamath County
Contract No. 6690

We concur in your recommendation, by letter dated May 27, 1966, to extend the contract completion date from November 30, 1965, to December 6, 1965, without assessment of liquidated damages.

Copy to Merchant
6-14-66

B/w 6-27-66
mailed

NOTED
TOM EDWARDS

cc to Young
Bond
Treas.

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 1 - 1966
FILING
ERFO-182(2)
6690

May 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Four Mile Creek Bridge
Contract No. 6690
FAP No. ERFO-182(2)

Dear Sir:

Specified completion date for this contract was November 30, 1965. The work was actually completed December 6, 1965. The contractor requests that the completion date be advanced to the actual completion date without assessment of liquidated damages. The contractor's request is based on additional time required to obtain and drive piling longer than those specified in the contract.

Contract order length piling were not of sufficient length to obtain design bearing value and it was necessary to revise pile lengths to obtain desired bearing. This additional work was accomplished under Price Agreement No. 1, approved by your office on October 11, 1965. Six days were consumed in ordering and driving the additional length piling and splicing some of the piling furnished under the original order list.

Because of the extra work added, I propose to recommend to the Highway Commission that the requested extension, advancing the completion date to December 6, 1965, without assessment of liquidated damages, be granted.

May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:smd jwa

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF

COUNTY ENGINEER

COURTHOUSE

KLAMATH FALLS, OREGON

May 17, 1966

Mr. Allan C. Harwood
Resident Bridge Engineer
Oregon State Highway Department
2692 North Pacific Highway
Medford, Oregon 97501

Re: Four Mile Creek Bridge
West Side Road

Dear Mr. Harwood:

The bridge over Four Mile Creek on the West Side Road is satisfactory to Klamath County. Our plans are for surfacing the approaches the latter part of June which will be a completion of the job.

I will advise you as to the completion of approach surfacing.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml

Kurth Contacted 5-25-66
He will ask Harwood to write an addendum to S.F. Order #1 on Bridge Contract to cover Paving approaches.

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
MAY 18 1966
FILE:

NOTED
V. R. JONES

Wills

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

FAS 420
FH-48

April 13, 1966

Mr. H. S. Cox
City-County Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sy:

Reid Merritt, Resident Engineer in Klamath Falls, has informed me that the West Side Road section that was to be done by the County has been designed by the State with the exception of the bridge across Cherry Creek. He has inquired as to what type of structure the County intended.

I would like to use prestressed concrete slabs on wood pilings and caps. I feel a 30 foot span bridge on a grade raise of 3 feet from that originally set across Cherry Creek would be an adequate channel for the stream flow.

County Forces to build

I would prefer to use piling 12 inches in diameter spaced at 4 foot center to center in this area because of the scour, however it may be that wood piling cannot be driven in the rocky deposit. If this is the case, it will be necessary to construct reinforced concrete abutments on each end. If piling can be driven I would use 18" x 18" treated timber caps. Prestressed concrete slabs would then be doweled into the wood caps and the slabs would be bolted together. For slabs I intended to use 15" x 36" voided slabs 30 feet long with 8" void sections. The slabs I have discussed are standard design sections for H20-S16 loading.

County wants 30' Width by Telephone from Kurth 4-29-66 VL

I would appreciate your discussing my ideas with the bridge section and expedite the design of the bridge so that the completed design can be sent to us for the entire section of road. The County is most anxious to get the right-of-way cruised by the Forest Service and cleared.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

RECEIVED
APR 14 1966
ENGINEER
COUNTY & CITY DIVISION

WWK:ml

RECEIVED
MAR 25 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 23, 1966

In reply refer to: 08-35.DB-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon ERFO-182(2)
Klamath Lake-West Side Highway
State Force Order No. 1
Total estimated amount of the Order - $500.00
Federal participation - 100%

Reference is made to your letter dated February 28, 1966 concerning subject order.

In confirmation of our February 21, 1966 advance approval of the proposed work we are approving the use of county forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons as well as those outlined in Mr. Young's letter of February 28, 1966.

1. Asphaltic deck surfacing is the only work remaining under the terms of this contract and weather conditions do not permit such placement until the following season.

2. A considerable savings can be realized by deleting the contract Items covering this work and performing the deck paving coincidentally with approach paving which has already been approved for county force account methods.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
[illegible] w/encl.
By Asst. State Hwy. Engr.
3-25-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

APPROVED
Contingent upon modification of project [illegible] additional funds are
FEB 21 1966 G1-P M.E. Martin
Dist. Engineer
U.S. Bureau of Public Roads

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Four Mile Creek Bridge (Br. No. 3898A) Date January 4, 1966

Highway West Side Road, FAS 420 Contract No. 6690 F. A. Project No. ERFO-182(2)

County Klamath Prefix 518-1010 Account No. 252-01

Description of Work To Be Done:

County forces to place asphaltic concrete (cold mix) on bridge deck as per Drawing No. 21050.

Location by Station Numbers:

Sta. 815+19 to 815+96

Estimate of Quantities and Costs:

50 ton at $10 per ton - $500.00

Explanation:

County is to pave approaches up to bridge ends. To have County pave bridge deck at same time would result in a saving of $13.50 per ton and also, we would have a better job by having approach and deck paved together.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$3,644.71
Present estimate of project cost, including $ 500.00 for work under this order	$2,398.92
Expected under-run (amount)	$1,245.79
Expected under-run (per cent)	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Construction Engineer or Bridge Engineer Asst.

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED

MAY 5 - 1966

FORM S-1973X 5ON 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ERFO-182(2)

6690

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 6, 1965, on Contract No. 6690, Four Mile Creek Bridge Section in Klamath County, in connection with Federal-Aid Project No. ERFO-182(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F.B. KLABUE

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 5-2-66

Conditions noted on above date:

The contract portion of this project was inspected on 4-25-66 and has been completed in apparent conformance with plans and specifications.

A. W. Parsons
Division Engineer

By: W E Martin
M. E. Martin
District Engineer

CTC:

RECEIVED
MAY 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Refd to Young 5-4-66

RECEIVED
MAR 1 - 1966
FOR FILING

FHFO-182(2)
6670

February 28, 1966

Mr. A. G. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 1, Account No. 252 to cover County forces placing asphaltic concrete (cold mix) on bridge deck as per Drawing No. 21050 on the Four Mile Creek Bridge section of the west Side road, FAS 420 Highway in Klamath County, Contract No. 6690, in connection with Federal-Aid Project No. FHFO-182(2).

This work is necessary to pave the bridge deck. This work will be done in conjunction with the paving of the approaches which will result in a better and smoother surface at the bridge ends. The County has agreed to do this paving at an estimated price of $40.00 per ton laid down. The contract unit bid is $23.50 per ton. The contractor is willing to delete this portion of the work.

Our Division Engineer's letter and Resident Engineer's letter containing additional information and a letter from the Klamath County Road Department agreeing to do the work are attached.

This work was approved by the BPR District Engineer in his memorandum to Mr. Forrest Cooper dated February 24, 1966. Your approval of the order as of that date is requested.

The estimated amount of the order is $500.00 with Federal participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:mb
Enc.

RECEIVED
FEB 25 1966
FOR FILING

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 21, 1966

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. I. Merchant

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-182(2)
Fourmile Creek Bridge

This will confirm our verbal concurrence, today, in the use of the cold mix proposed by Klamath County for paving the deck of the subject bridge.

Orig. to Merchant
2.23.66

NOTED
TOM EDWARDS

RECEIVED
FEB 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 27 1966

FOR FILING

ERFO-182(2)

6690

January 27, 1966

4292

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Four Mile Creek Bridge
Contract No. 6690
FA ERFO-182(2)
Your File 08-33-DB

Dear Sir:

As requested by your letter of January 17, the cold mix proposed by Klamath County for use on the Four Mile Creek Bridge is as follows:

Aggregate

Passing	Cumulative Retained
1"	100%
3/4	95% to 100%
3/8	65% to 80%
No. 4	45% to 60%
8	30% to 45%
30	30% to 45%
200	3% to 7%

Asphalt - 7% MC-800 or 9½% SSK.

Tack coat - 0.25 to 0.30 gal. per sq. yd. with 15 lbs. per sq. yd. screened cinder cover.

Our Materials Division expresses a preference of the 7% MC-800 over the 9½% SSK and suggests that the MC-800 tack coat be limited to 0.20 gal. per sq. yd.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

AAR:mm/TE:jwa

Form CD-121
(11-48)
(Prescribed by
A.O. 292-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 17, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-182(2)
Fourmile Creek Bridge
Paved Bridge Deck

Mr. Merchant's letter of January 12, 1966 requests concurrence in paving of the bridge deck on the subject project by county forces in lieu of placement under terms of the contract.

The only remaining work under the contract portion of this project is the deck paving which has been suspended due to adverse weather.

We do not object to County Force Account methods when justified as being in the public interest; however, we are reluctant to approve the use of a cold mix for bridge deck surfacing in areas where substantial freezing and thawing occurs. If AC hot mix cannot be used, please submit the mix design for the proposed cold mix indicating type and amount of asphalt to be incorporated.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 7 - 1965

ENF 0-182(2)
6690

October 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 30, 1965 on Contract No. 6690, Fourmile Creek Bridge (Br. No. 3898A) Section, in Klamath County, in connection with Federal-Aid Project No. HPO-182(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:cr

RECEIVED
SEP 20 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ERFO-182(2)

KLAMBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-182(2)
Four Mile Creek Bridge Section
Structure

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 7, 1965 in the award of contract No. 6690 to Underwood & Richards Construction Co., of Bend, Oregon, low bidder in the amount of $38,795.30 at the August 31, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65 NOTED
F. B. Klaboe

RECEIVED
SEP 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1965
FOR FILING

ERFC-182(2)
6690

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the Four Mile Creek Bridge Section, Project No. ERFO-182(2).

The contractor receiving the award is Underwood & Richards Const. Co. of Bend in the amount of $38,795.30 with the Contract No. 6690 assigned. This bid was received on August 31, 1965 and awarded September 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
SEP 8 - 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ERFO-182(2)

6690

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 8, 1965

Underwood & Richards Construction Co.
P. O. Box 1050
Bend, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, awarded to you State Highway Contract No. 6690 for the following project:

Work on the Four-Mile Creek Bridge on the West Side County Road in Klamath County.

This award was based on your bid of $38,795.30 which was submitted to the Commission on August 31, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

GP

cc: Frank Morgan
L. M. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 27 1965
FOR FILING

FRFO-182(3)

6690

MISC. CONTRACTS and
AGREEMENTS No. 2885

August 25, 1965

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon

Gentlemen:

We are enclosing for your records and files a fully executed copy of a construction-finance agreement between the State Highway Commission and Klamath County covering the Fourmile Creek Bridge Section of FAS 420 in Klamath County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

ER

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 13, 1965

Original signed by 08-35.4-38
T. Dec
Engr. Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Oregon Project EXPO-182(2)
Fourmile Bridge Section
West Side Road, Klamath Co. FAS 420
County Force Order No. 3

Mr. Young's letter of August 2, 1965 furnished copies of subject County Force Order covering detour construction and improvement on subject EXPO project. This letter ratifies in writing our July 30, 1965 tentative oral advance approval of the proposed work.

We have approved the use of County force account procedures in accordance with PPM 21-5.2 by use of labor, materials and equipment furnished by the county and under their direct control, for the reasons outlined in Mr. Young's letter and in the estimated amount of $5,124.00 with Federal participation of 100%. It is recognized that a portion of the cost involved is for reconstruction and shaping of the Forest Service road being utilized as a part of the permit requirements.

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and will be based on accounting records. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

RECEIVED
AUG 16 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
JUL 9 1965
ENGINEER
COUNTY

extra copy

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 30 1965 By Original signed by T. Dse
Title Engr. Coordinator
U.S. Bureau of Public Roads

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 3

F. A. Project No. FREO 182(2) Date July 7, 1965

Highway West side Road F.A.S. 420 NFH 48

County Klamath Prefix _____ Account No. _____

Description of Work To Be Done:

Detour route to be used during construction of Bridge across 4 mile creek. Bridge washed out during December 64 flood.

Estimate of Quantities and Costs:

County Force Work (Temp. & Permanent)

Labor	(All Required)	$1600.00
Equip.	(All Required)	$1400.00
Material	2- 72"x44"x 36' C.M.P.	$1,224.00 ~~$2,124.00~~
Dust Oil	4,500 gal.	900.00
	Total	$5,124.00

Explanation:

The detour of traffic during construction of bridge can be most efficiently & economically accomplished by county forces. This detour will utilize a Forest Service road and costs involved are those required to meet Forest Service permit specifications.

Submitted by: Winston W. Kuth Approved: _____

KLAMATH COUNTY

FAS SYSTEM

Scale 0 4 0 Mi.

Oct. 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

RECEIVED
AUG 16 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFD 182 (:)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6690

DATE: August 9, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-182(2)
Four Mile Creek Bridge
Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Curtis' July 28, 1965 report and that you will obtain the necessary permit from the Forest Service prior to our concurrence in award.

Mr. Litchfield's August 5, 1965 Utility Status Reports indicate no utility adjustments are involved.

Mr. Young's August 6, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest, but that approval by the Fish and Game Commissions has not been received. This clearance must be furnished this office prior to our concurrence in award.

REFERRED TO
By Asst. State Hwy. Engr.
5-13-65

w/ltr. to Parker
Litchfield

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 3 - 1965
FOR FILING

ERFO-182 (2)

6690

182(2)

August 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for County Force work No. 3 covering the cost of permanent flood restoration work on FAS Route 420 in Klamath County in connection with Emergency Relief Project No. ERFO-182(2).

This work is necessary because of damage incurred as a result of the December, 1964 flood.

The work consists of the construction of a detour over Fourmile Creek to handle traffic while the Fourmile Creek Bridge is rebuilt. The bridge contract is to be let August 31, 1965 and the special provisions of that contract state that this detour will be available at that time. This will also prevent any hindrance to traffic because of construction. County Forces can do the work more economically and expeditiously than by contract method and have the equipment, personnel and materials to do the work now. The use of outside equipment is not anticipated.

The estimated cost of the work is $5,124.00 with Federal participation of 100%.

The work was tentatively recommended for approval by the BPR Assistant Area Engineer and the Field authorized to proceed July 30, 1965. Your approval under the provisions of PPM 21-6.3, as of that date on an actual cost basis, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NKO:mb
Encls.
cc: R. M. Chase
H. S. Cox

United States Department of Agriculture
Forest Service

SPECIAL USE PERMIT

Act of June 4, 1897, or February 15, 1901
This permit is revocable and nontransferable

NAME OF PERMITTEE	KIND OF USE
KLAMATH COUNTY ENGINEER	Road
DATE OF PERMIT JULY 23 1965	**FILE CODE** 2730

REGION	STATE	FOREST	RANGER DISTRICT
	Oregon	Winema	Klamath

Permission is hereby granted to Klamath County Engineer

County Court House, Klamath Falls, Oregon ,

hereinafter called the permittee, to use subject to the conditions set out below, the following described lands or improvements: That portion of Road 358 between the east section line of Section 4, T. 36 S., R. 6 E., and its junction with Road 358C; and that portion of Road 358C from its junction with Road 358 to Oregon State Highway 64 except that portion of the road across the SW¼SW¼NE¼ Section 9, T. 36 S., R. 6 E., W. M.

This permit covers ~~_____ acres and/or~~ 1.43 miles and is issued for the purpose of: maintaining and using a public access road.

The exercise of any of the privileges granted hereby constitutes acceptance of all the conditions of this permit.

No Charge Reg. U-14 and U-11(2)

~~In consideration for this use, the permittee shall pay to the Forest Service, U.S. Department of Agriculture, the sum of _____ Dollars ($_____) for the period from _____, 19____, to _____, 19____, and thereafter annually on _____ Dollars ($_____)~~
Provided, however, Charges for this use may be made or readjusted whenever necessary to place the charges on a basis commensurate with the value of use authorized by this permit.

, reconstruction, or alteration of improvements;
...his area must be approved in advance and in writing by the
...or shrubbery on the permitted area may be removed or destroyed only after
...officer in charge has approved, and has marked or otherwise designated that which may be removed or destroyed. Timber cut or destroyed will be paid for by the permittee as follows: Merchantable timber at appraised value; young-growth timber below merchantable size at current damage appraisal value; *provided* that the Forest Service reserves the right to dispose of the merchantable timber to others than the permittee at no stumpage cost to the permittee. Trees, shrubs, and other plants may be planted in such manner and in such places about the premises as may be approved by the forest officer in charge.

The permittee shall maintain the improvements and premises to standards of repair, orderliness, neatness, sanitation, and safety acceptable to the forest officer in charge.

5. This permit is subject to all valid claims.

6. The permittee, in exercising the privileges granted by this permit, shall comply with the regulations of the Department of Agriculture and all Federal, State, county, and municipal laws, ordinances, or regulations which are applicable to the area or operations covered by this permit.

7. The permittee shall take all reasonable precautions to prevent and suppress forest fires. No material shall be disposed of by burning in open fires during the closed season established by law or regulation without a written permit from the forest officer in charge or his authorized agent.

8. The permittee shall exercise diligence in protecting from damage the land and property of the United States covered by and used in connection with this permit, and shall pay the United States for any damage resulting from negligence or from the violation of the terms of this permit or of any law or regulation applicable to the national forests by the permittee, or by any agents or employees of the permittee acting within the scope of their agency or employment.

9. The permittee shall fully repair all damage, other than ordinary wear and tear, to national forest roads and trails caused by the permittee in the exercise of the privilege granted by this permit.

10. No Member of or Delegate to Congress or Resident Commissioner shall be admitted to any share or part of this agreement or to any benefit that may arise herefrom unless it is made with a corporation for general benefit.

Upon abandonment, termination, revocation, or cancellation of this permit, the permittee shall remove within a reasonable time all structures and improvements except those owned by the United States, and shall restore the site, unless otherwise agreed upon in writing or in this permit. If the permittee fails to remove all such structures or improvements within a reasonable period, they shall become the property of the United States, but that will not relieve the permittee of liability for the cost of their removal and restoration of the site.

This permit is not transferable. If the permittee through voluntary sale or transfer, or through enforcement of contract, foreclosure, tax sale, or other valid legal proceeding shall cease to be the owner of the physical improvements other than those owned by the United States situated on the land described in this permit and is unable to furnish adequate proof of ability to redeem or otherwise reestablish title to said improvements, this permit shall be subject to cancellation. But if the person to whom title to said improvements shall have been transferred in either manner above provided is qualified as a permittee and is willing that his future occupancy of the premises shall be subject to such new conditions and stipulations as existing or prospective circumstances may warrant, his continued occupancy of the premises may be authorized by permit to him if in the opinion of the issuing officer or his successor, issuance of a permit is desirable in the public interest.

In case of change of address, the permittee shall immediately notify the forest supervisor.

~~Any temporary occupancy of the premises and improvements herein described may be granted the permittee to third parties only with the prior written approval of the forest supervisor, but the permittee shall continue to be responsible for compliance with all conditions of this permit by persons to whom such premises may be sublet.~~

15. This permit may be terminated upon breach of any of the conditions herein or at the discretion of the regional forester or the Chief, Forest Service.

16. In the event of any conflict between any of the preceding printed clauses or any provision thereof and any of the following clauses or any provisions thereof, the preceding printed clauses will control.

17. This permit is accepted subject to the conditions set forth above and to conditions 18 to _____ attached hereto and made a part of this permit.

DATE	SIGNATURE OF ISSUING OFFICER	TITLE
	[signature]	For Supervisor

GPO 873-927

UNITED STATES DEPARTMENT OF AGRICULTURE—FOREST SERVICE

SPECIAL USE APPLICATION

NAME OF APPLICANT: Klamath County Courthouse

DATE OF APPLICATION: 7/7/65

STATE	FOREST	RANGER DISTRICT
Oregon	Winema	Klamath

(Entries above this line will be filled in by the Forest Service)

Application is hereby made for a permit to use National Forest land as indicated below:

1. Description of land: THE PURPOSE OF ROAD 358 BEGINNING THE EAST SECTION LINE OF SECTION 4 T36S R6E W.M. 155 JUNCTION WITH ROAD 3560, AND THAT PORTION OF ROAD 358 FROM ITS JUNCTION WITH ROAD 358 TO LOWER KLAMATH LAKE. EXCEPT THAT PORTION OF ROAD ACROSS NW¼ NW¼ SW¼ SEC. 9 T. 36S., R. 6E., W.M.

2. Purpose of use: TO CONSTRUCT A PUBLIC ROAD

3. Acres of National Forest land to be used: NIL

4. Miles of National Forest land to be occupied (Applicable to road rights-of-way, pipe lines, telephone lines, power lines, etc.): 4

5. Number of days that premises will be used each year: 365

6. Improvements: a. Description: EXISTING ROAD

b. Approximate cost	c. Construction will begin within	d. Construction will be completed within
$ 5,124.00	2 months	4 months

DATE OF APPLICATION	SIGNATURE OF APPLICANT	ADDRESS
July 7, 1965	Winston W. Knuck	County Engineer Off. Court House Klamath Falls Oreg.

REPORT ON APPLICATION

(To be completed by Forest Officer)

1. General description of the area and adaptability for the proposed use. Outline area on map on reverse side or on separate map sheet if needed to clarify proposed use. ROAD IS EXISTING ROAD AND ADAPTABLE FOR THE PROPOSED USE

2. Status of the land requested, including description of any improvements or claims on area. If previously under permit indicate former permit date and permittee's name. LAND IS NF EXCEPT SW¼ SW¼ NE¼ & SEC 9 T36S R6E OWNED BY R.F. WAMPLER. ROAD ACROSS THIS LAND COVERED BY PRESCRIPTIVE R/W

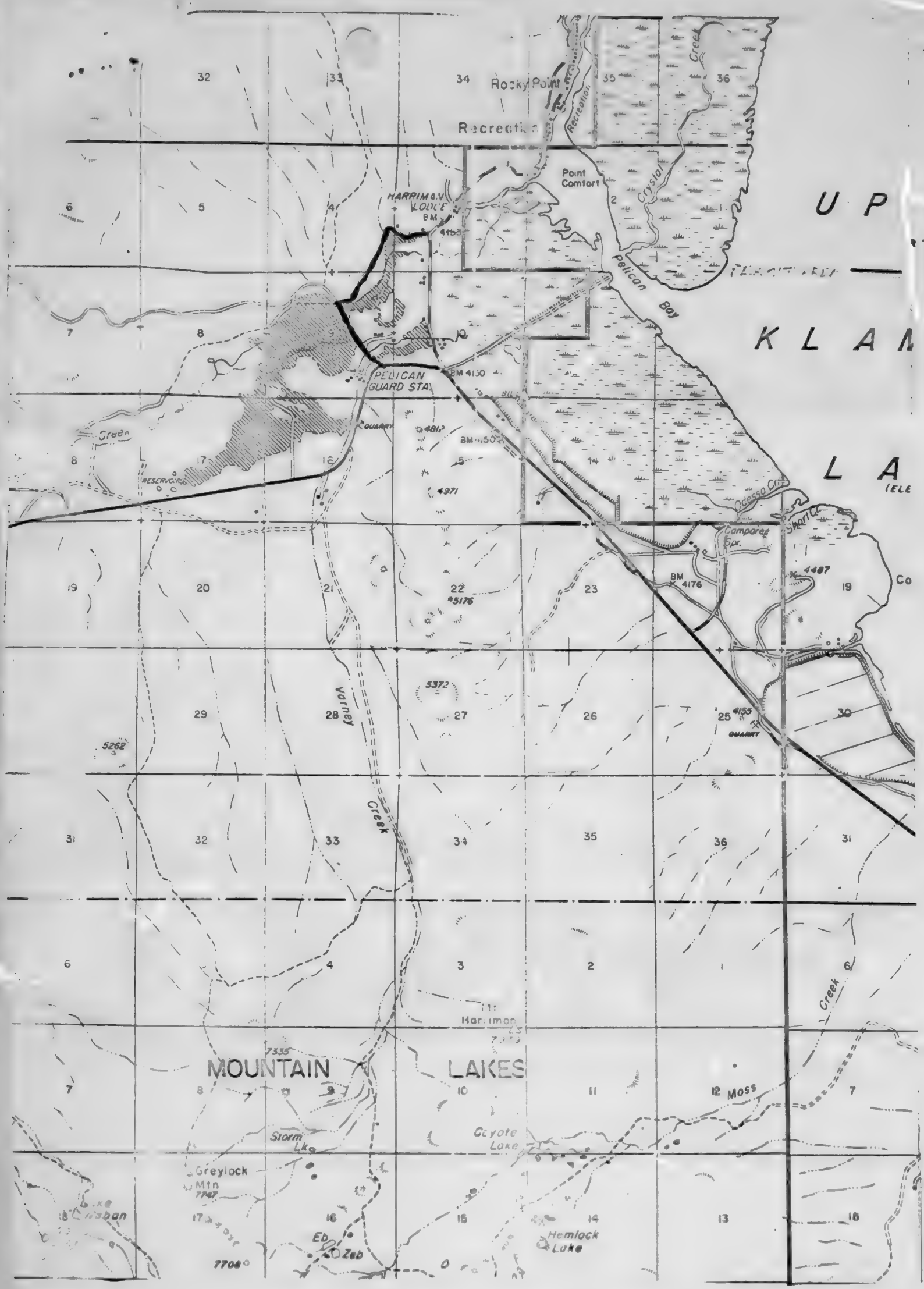
3. State approximate amount and kinds of timber to be cut, recommended stumpage prices, method of scaling; include recommendation on disposal of merchantable timber (a) to permittee at current damage appraisal or (b) to others than permittee under regular timber sale procedure. NONE

4. Recommendations, including any factors which might affect the granting of the permit or future use of the land. RECOMMEND PERMIT BE ISSUED

5. List on the reverse side any additional conditions which should be made a part of the permit. SEE ATTACHED RIDER DRAFT

	DATE	SIGNATURE	TITLE
REPORT SUBMITTED →	7/7/65	[signature]	Forester
REPORT APPROVED →	7/23/65	[signature]	Lands Staff

2700-3 (2/60) (OVER)


Rocky Point
Recreation
Point Comfort
HARRIMAN LODGE
BM 4153
Pelican Bay
PELICAN GUARD STA
BM 4150
Green
RESERVOIR
QUARRY
4812
BM 5017
4971
Odessa Cr.
Sharl Cr.
Compared Spr.
BM 4176
4487
5176
5372
Varney Creek
4155
QUARRY
5262
MOUNTAIN
LAKES
7335
Harriman
Storm Lk.
Coyote Lake
Moss
Greylock Mtn
7747
Hemlock Lake
Eb
Zeb
7706
UP
KLAM
LA
Co

RECEIVED
JUL 9 1965
ENGINEER
COUNTY SURVEYOR

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 3

F. A. Project No. ERFO 182(2) Date July 7, 1965

Highway West side Road F.A.S. 420 NFH 48

County Klamath Prefix _____ Account No. _____

Description of Work To Be Done:

Detour route to be used during construction of Bridge across 4 mile creek. Bridge washed out during December 64 flood.

Estimate of Quantities and Costs:

County Force Work (Temp. + Permanent)

Labor	(All Required)	$1600.00
Equip.	(All Required)	$1400.00
Material	2- 72"x44"x 36' C.M.P.	$1,224.00 ~~$1,124.00~~
Dust Oil	4,500 gal.	900.00
	Total	$5,124.00

Explanation:

The detour of traffic during construction of bridge can be most efficiently + economically accomplished by county forces. This detour will utilize a Forest Service road and costs involved are those required to meet Forest Service permit specifications.

Submitted by: Winston W. Kuyth Approved: _____

KLAMATH COUNTY

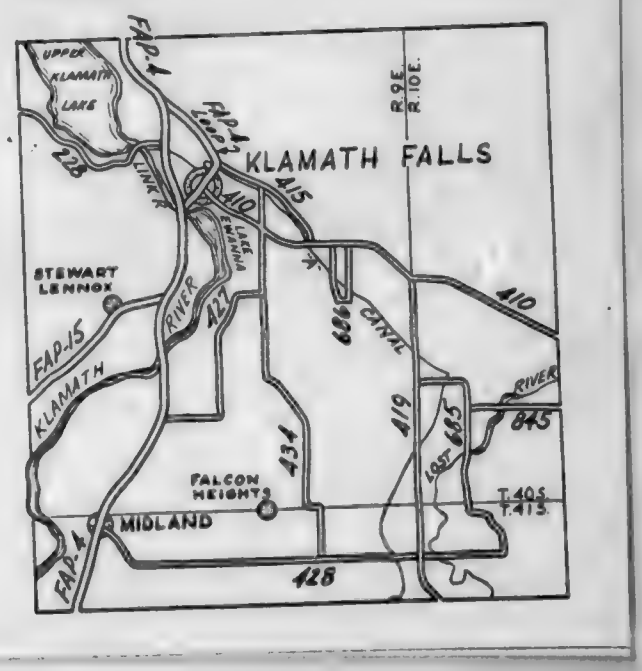
FAS SYSTEM

Scale 0 4 8 Mi.

Oct. 1962

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF

COUNTY ENGINEER

COURTHOUSE

KLAMATH FALLS, OREGON

FAS 420
ERFO 182(2)

July 7, 1965

Mr. Verne Jones
County-City Division
Oregon State Highway Department
Salem, Oregon

Dear Verne:

Enclosed is a completed Force Order form for work that Klamath County anticipates doing in detouring the traffic during the construction of the Four Mile Bridge on the West Side Road.

The culverts and dust oil were requirements of the Forest Service in their permit for the use of this road as a detour.

The Special Use Permit is being handled through the Supervisor's Office and has not yet been executed. I have been assured that it will be approved so I am sending the Force Order in advance of the executed Special Use Permit.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml
Enclosure

RECEIVED
JUL 9 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. [illegible]

KLAMATH COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECT, ERFO FUNDS

FAS 420, Fourmile Creek Bridge, $25,000.
The timber bridge at this site was washed out by the flooding of Fourmile Creek. The bridge is to be replaced on line and grade to coincide with the Bureau of Public Roads survey for the reconstruction of FAS 420 through this area. This project is included in ERFO 182(2) Item 138.

FAS 420, Fourmile Creek Bridge Section, grade and surface and temporary Bridge, $14,000.
County forces will construct the approaches to the replaced Fourmile Creek Bridge and will place the bituminous surface. The county has placed a temporary log structure to provide for traffic until a permanent structure is built.

FAS 420, M.P. 6.46 to 7.03, temporary bridge, embankment in place, surface and oil, $14,000.
Sevenmile Creek washed out a 53 foot bridge and the county replaced it with a temporary timber structure. Permanent replacement will be included in a Forest Highway Project.

FAS 420, M.P. 7.08 to 23.74, grade and base surfacing, $10,000.
Several washed out sections of roadway were restored and resurfaced by county forces.

ER/FAS-C/65-4
4/7/65

sph

FORM PR-33A(1) (REV. 8-64)

cc: OSHD (F Klaboe)
OSHD (Bridge
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

REGION NO.	REPORT NO.	COUNTY	STATE
8	1	Klamath	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
3-31-65	C.T.Christianson, Asst. Area Engineer		ERFO 182(2)

IN COMPANY WITH
Earl Kessler, Office Engineer, Klamath County

LOCATION OF IMPROVEMENT
FAS Route 420, Klamath Lake-West Side Highway, beginning at Sevenmile Creek and progressing to its junction with the Lake of the Woods Highway near Rocky Point.

CONTRACTOR NAME AND ADDRESS
Klamath County in cooperation with OSHD and BPR

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
-	-	-	-	January 65
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	**EST. COMPL. END OF MO.**
Satisfactory	Satisfactory	- %	15 %	15 %

ROADBED (Width _____ Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Temporary and permanent restoration of facilities damaged by the disastrous flood of December 1964.					

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

REMARKS

KLAMATH LAKE-WEST SIDE HIGHWAY
Grading and Surfacing

The existing facility consists of a bituminous surface with 1-foot shoulders between MP 6.46 and MP 7.03 and a 20-foot graveled surface between MP 7.03 and MP 24.5. The road included two major structures, one at MP 6.46, Sevenmile Creek, and one at MP 24.40, Varney Creek, both of which were timber structures on pile trestles.

Sevenmile Creek floodwaters undercut the west and east abutments and washed out the west span of the existing structure. Varney Creek floodwaters cut out the bottom of the channel approximately six feet deep, washing out the structure at MP 24.40. Cherry Creek cut a new channel along the roadway, making it necessary to restore the creek to its original channel and reconstruct a large section of roadway. Several small side drainages caused extensive plugging of drainage facilities and resulted in several washouts along a considerable length of the roadway. The work consists of replacing the Sevenmile Creek and Varney Creek bridges, restoring the roadway and drainage facilities, and placing surfacing on the damaged areas. The estimated cost of repairs is as follows:

NOTED
V. R. JONES

cc Putnam 4/22/65 ✓ Copies to Young & Clark 4/22/65 ✓

2—STATE HIGHWAY DEPARTMENT COPY

E

Four mile will be substituted from Varney Cr.
John Hannan 4-23-65

Replace two bridges,	$25,000
Construct temporary bridges	4,000
Restore roadway & surface	10,000
Total cost of repairs	$39,000

It was noted during this inspection that county forces have constructed a timber bridge over Sevenmile Creek, utilizing the old piling for two bents of the structure and installing new piling for a third bent, including the construction of timber bulkheads and a treated timber deck 24 feet in width and approximately 50 feet in length. This structure is wider and longer than the structure damaged by the flood.

A temporary log bridge has been constructed by county forces across Varney Creek, and construction of a permanent facility at this location will be dependent upon the future plans of the U.S. Corps of Engineers on proposed channel dredging in the area.

Since several projects are to be placed under construction in the relatively near future by Klamath County, Oregon State Highway Department, and the Bureau of Public Roads, it is recommended that grading and base on the section of roadway between MP 2 and MP 13 be held to a minimum, which will be required to facilitate logging and small vehicle traffic. The permanent restoration can be performed under the reconstruction projects as they occur.

The detailed estimate, as submitted through the Oregon State Highway Department, appears to be accurate and includes only eligible work under the Emergency Relief program.

This project is recommended for approval pending further study of the Sevenmile Creek bridge reconstruction.

RECEIVED
MAR 29 1965
ENGINEER
COUNTY & CITY DIVISION

EnFO

~~BRIDGE PROJECT~~ REQUESTED BY Klamath COUNTY Date March 24 1965

Is this to be a County project? ___Yes X No

Is this to be an FAS-C project? ___Yes X No (NFH 49)

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name West Side Road

   FAS Number 420 (NFH 49)

2. Name of river or stream Fourmile Creek

3. Name of bridge # 531-6

4. Location (Please attach map with location marked):

   Section 3 Township 36 Range 6 E. W.M.

5. Desired width of bridge To correspond with B.P.R. standards on this road (BPR says 28' John Devin)

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? ___Yes X No

9. Is sidewalk desired on downstream side of bridge? ___Yes X No

10. Does County wish a particular type of bridge design? ___Yes X No

    If "Yes," explain type desired:

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: Bridge washed out during December flood and is on NFH we desire work to be done by another agency

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes X No

16. Can road be closed during construction? X Yes ___No

17. Will detour be required? X Yes ___No

18. Will detour be constructed and maintained by County? X Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes X No

20. Will County construct approaches or connections? X Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes X No

22. State width of traveled roadway: 22 Width of shoulders: 3

23. Will additional right-of-way be required? ___Yes X No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? ___Yes X No

27. Will old bridge be removed by contractor? ___Yes X No

28. Will old bridge be removed by County? X Yes ___No

29. Does County wish old bridge salvaged for future use? X Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes X No

31. Does County wish State Highway Department to advertise and accept bids? X Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes X No

33. Does County wish complete job of illumination in project? ___Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes _X_No Size_____

(b) Sanitary sewer mains: ___Yes _X_No Size_____

(c) Storm sewer: ___Yes _X_No Size_____

(d) Gas mains: ___Yes _X_No Size_____

(e) Power lines: ___Yes _X_No

(f) Telephone lines: ___Yes _X_No

(g) Other utilities? None

35. What is desired date for letting? As soon as possible

Remarks Bridge washed out during December flood Since this is on NFH 49 and road is being built & designed to B.P.R. standards desire B.P.R. to build bridge to conform to location, grade & design set by them

By Winston H. Kuseth
County Engineer

By Don Sigvaard

By Frank J. Simons

I-80N-5(15) Boardman Safety Rest Area, 1965
159 Columbia River Hwy.
6691

Monthly transaction number 6-154	FORM PR-2A (REV. 1-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 2 13	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Morrow
Modification number 1	6/19/67	Project number I-80N-5(15)159

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 23, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 174,400.00	$ 177,984.22
Federal funds	$ 160,400.00	$ 161,900.99
Other revisions		

This modification is made for the following reasons:

Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 19 day of June, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J K Lobar

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A W Parsons, Division Engineer

By L.R. Backlund
L. R. Backlund, Administrative Mgr

US COMM-DC 26364-P65

RECEIVED
SEP 20 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR F 9-168

PROJECT REPORT NO.
I-80N-5(15)159
5
6691

FORM FR-2
(REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-23-65

STATE
Oregon

COUNTY
Morrow

PROJECT NO.
I-80N-5(15)159

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-80N 2.6 Mi. E. Airport Rd. Interchange

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-65	0.00
OTHER *(Specify)*		

FUNDS

Pro Rata 92.25%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 174,400.00	$ 160,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 23 1965

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(15)159

BOARDMAN ROADSIDE SAFETY REST AREA OF THE

COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 16, 1965

Type Code 1021
Boardman Rest Area (Sta. 1230+00 to Sta. 1241+00)(Contract No. 6691)

Work Item #1			
Ditch Excavation, Unclassified	1,800 cu.yds.	$ 2.00	$ 3,600.00
Furnishing and Placing Topsoil	9,900 cu.yds.	3.50	34,650.00
Tractor and Dozer	22 hours	15.00	330.00
Concrete Manholes	2 only	300.00	600.00
Concrete Walks and Surfacing	1,080 sq.yds.	4.50	4,860.00
Lawn Construction	12 acres	1,800.00	21,600.00
Soil Conditioner, Sulfur	12 tons	30.00	360.00
Furnishing and Planting Trees	300 only	12.00	3,600.00
Grass Seed, Newport Bluegrass	1,000 lb.	1.50	1,500.00
Grass Seed, Chewing Fescue	1,000 lb.	1.00	1,000.00
Inorganic Fertilizer, 10-16-8	4 cwt.	7.50	30.00
Inorganic Fertilizer, 16-20-0	90 cwt.	8.00	720.00
Manure Fertilizer	22 cu.yds.	8.00	176.00
Bark Mulch	8 units	50.00	400.00
3-inch Water Pipe	1,160 lin.ft.	1.50	1,740.00
2-inch Water Pipe	220 lin.ft.	1.10	242.00
1½-inch Water Pipe	660 lin.ft.	.75	495.00
1¼-inch Water Pipe	980 lin.ft.	.65	637.00
1-inch Water Pipe	1,280 lin.ft.	.60	768.00
2-inch Steel Water Pipe	20 lin.ft.	2.25	45.00
1½-inch Steel Water Pipe	20 lin.ft.	2.00	40.00
3/4-inch Steel Water Pipe	40 lin.ft.	0.60	24.00
3/4-inch Quick-Coupling Hose Valves	36 only	5.95	214.20
½-inch Manual Drain Valves	12 only	8.00	96.00
Extra Concrete	5 cu.yds.	125.00	625.00
Work Item #2			
Electrical Supply System	All Required		3,500.00
Work Item #3			
Pump House & Storage Room	All Required		2,550.00
Potable Water Pumping Installation	All Required		2,000.00
2-inch Potable Water Supply Line	All Required		1,850.00
1½-inch Potable Water Supply Line	All Required		43.75
3/4-inch Potable Water Supply Line	All Required		300.00
Potable Water Distribution Lines	All Required		500.00

Work Item #4			
Irrigation Pumping Station	All Required		$ 1,500.00
Work Item #5			
Standard Septic Tank (5,000 gal.)	2 only	$6,500.00	13,000.00
4-inch Sewerage Line	1,000 lin.ft.	4.00	4,000.00
Sewage Effluent Treatment Plant, Complete	All Required		6,000.00
Work Item #6			
Type "G" Toilet Buildings	2 only	8,000.00	16,000.00
Work Item #7			
Area Illumination Installation	All Required		2,000.00
Work Item #8			
Standard Metal Picnic Shelter with Tables	4 only	3,500.00	14,000.00
Metal Picnic Tables	8 only	800.00	6,400.00
Water Hydrants	4 only	500.00	2,000.00
Concrete Drinking Fountains	2 only	250.00	500.00
4-inch Drain Line	750 lin.ft.	4.00	3,000.00
Refuse Receptacles	6 only	150.00	900.00
			$158,395.95
Lock Sets (State Force)	All Required		150.00
	Subtotal		$156,545.95
	10% Engr. & Cont.		15,854.05
	Total		$174,400.00

Length of Project - - - - - 0.000 Mile

SUMMARY OF FUNDS

Federal -	$160,400.00
State -	14,000.00
Total	$174,400.00

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

BOARDMAN ROADSIDE SAFETY REST AREA

NONPARTICIPATING

Portable Sprinklers	6 only	$18.00	$108.00
3/4-inch Rubber Hose	6 only	30.00	180.00
			$288.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-5(15)159

BOARDMAN ROADSIDE SAFETY REST AREA OF THE COLUMBIA RIVER HIGHWAY IN MORROW COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 2, 1965

Type Code Y021
Boardman Rest Area (Sta. 1230+00 to Sta. 1241+00)

Work Item #1

Ditch Excavation, Unclassified	1,800 cu.yd.	$ 3.00	$ 5,400.00
Furnishing & Placing Topsoil	9,900 cu.yd.	3.00	29,700.00
Tractor & Dozer	22 hr.	15.00	330.00
Concrete Manholes	2 only	300.00	600.00
Concrete Walks & Surfacing	1,080 sq.yd.	5.50	5,940.00
Lawn Construction	12 acre	500.00	6,000.00
Soil Conditioner, Sulfur	12 ton	70.00	840.00
Furnishing & Planting Trees	300 only	12.00	3,600.00
Grass Seed, Newport Bluegrass	1,000 lb.	0.60	600.00
Grass Seed, Chewing Fescue	1,000 lb.	0.60	600.00
Inorganic Fertilizer, 10-16-8	4 cwt.	8.00	32.00
Inorganic Fertilizer, 16-20-0	90 cwt.	4.25	382.50
Manure Fertilizer	22 cu.yd.	6.00	132.00
Bark Mulch	8 unit	35.00	280.00
3-inch Water Pipe	1,160 lin.ft.	2.00	2,320.00
2-inch Water Pipe	220 lin.ft.	1.75	385.00
1-1/2 inch Water Pipe	660 lin.ft.	1.50	990.00
1-1/4 inch Water Pipe	980 lin.ft.	1.25	1,225.00
1-inch Water Pipe	1,280 lin.ft.	1.25	1,600.00
2-inch Steel Water Pipe	20 lin.ft.	1.50	30.00
1-1/2 inch Steel Water Pipe	20 lin.ft.	1.25	25.00
3/4-inch Steel Water Pipe	40 lin.ft.	0.60	24.00
3/4-inch Quick-Coupling Hose Valves	36 only	12.00	432.00
1/2-inch Manual Drain Valves	12 only	5.00	60.00
Extra Concrete	5 cu.yd.	50.00	250.00

Work Item #2

Electrical Supply System	All Req.		3,500.00

Work Item #3

Pump House & Storage Room	All Req.		2,450.00
Portable Water Pumping Installation	All Req.		2,000.00
2-inch Portable Water Supply Line	All Req.		1,260.00
1-1/2 inch Portable Water Supply Line	All Req.		350.00

3/4-inch Portable Water Supply Line	All Req.		$ 300.00
Portable Water Distribution Lines	All Req.		800.00
Work Item #4			
Irrigation Pumping Station	All Req.		2,200.00
Work Item #5			
Standard Septic Tank (5,000 gal.)	2 only	$3,500.00	7,000.00
4-inch Sewerage Line	1,000 lin.ft.	3.50	3,500.00
Sewage Effluent Treatment Plant, Complete	All Req.		6,800.00
Work Item #6			
Type "G" Toilet Buildings	2 only	15,500.00	31,000.00
Work Item #7			
Area Illumination Installation	All Req.		1,500.00
Work Item #8			
Standard Metal Picnic Shelter with Tables	4 only	1,400.00	5,600.00
Metal Picnic Tables	8 only	400.00	3,200.00
Water Hydrants	4 only	100.00	400.00
Concrete Drinking Fountains	2 only	125.00	250.00
4-inch Drain Line	750 lin.ft.	2.00	1,500.00
Refuse Receptacles	6 only	25.00	150.00
			$135,537.50
Lock Sets (State Force)	All Req.		150.00
	Subtotal		$135,687.50
	10% Engr. & Cont.		13,568.50
	Total		$149,256.00

Length of Project - - - - - 0.00 mile

Summary of Funds

Federal - - - - -

BOARDMAN ROADSIDE SAFETY REST AREA

NONPARTICIPATING

Portable Sprinklers	6 only	22.00	$132.00
3/4-inch Rubber Hose	6 only	15.00	90.00
			$222.00

RECEIVED
FEB 16 1967
FOR FILING

I-8-A-2(15)159

6691

February 16, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $90.10 will be made to Aichele Landscaping on Contract No. 6691 for construction of the Boardman Safety Rest Area on the Columbia River Highway in Morrow County, as soon as the warrant is prepared.

The total amount paid on this contract will be $165,719.07 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Aichele Landscaping
11360 S.E. Stevens Road
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
FEB 16 1967
I-205-5(12) 139
6691

February 16, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6691 awarded to Aichele Landscaping for construction of the Boardman Safety Rest Area on the Columbia River Highway in Morrow County was completed on August 27, 1966, and accepted by the Highway Commission on February 15, 1967.

Final payment in the amount of $9,758.20 will be released to the contractor after February 24, 1967. The total contract amount is $165,628.97 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc: Aichele Landscaping
11360 S.E. Stevens Road
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 15 1967
HIGHWAYS

I.S.-E(16)159
6691

February 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 27, 1966, on Contract No. 6691. The contract was with Aichele Landscaping and was for construction of the Boardman Safety Rest Area on the Columbia River Highway in Morrow County.

As the contractor has completed all work according to specifications, we recommend that you accept the project effective February 15, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, we may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg fn

RECEIVED
DEC 14 1966
FOR FILING

3i 1

6691

November 25, 1966

Aichele Landscaping
11360 S.E. Stevens Road
Portland, Oregon

#1

Gentlemen:

The State Highway Commission at its meeting on November 22 considered your request for an extension of time on Contract No. 6691 on the construction of the Boardman Safety Rest Area in Morrow County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the specified completion date to August 14, 1966.

Very truly yours,

Floyd Oxley, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
x
cc A.F. Parsons
C.D. Hiatt
L.H. Young
F.D. Morgan
C.H. Nelson
Bureau of Public Roads

RECEIVED
OCT 14 1966
FOR FILING

Jx 1.6 (15) 127
6691

October 13, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 22, 1966 meeting

Gentlemen:

Aichele Landscaping, Inc., contractor on the Boardman Safety Rest Area on the Columbia River Highway in Morrow County, Contract No. 6691, requests an extension of the specified completion date to July 1, 1966. The contractor's request is based on four items: (1) High water in the westbound rest area between January 3 and January 17, 1966. (2) Additional work required in back filling the westbound area to provide for drainage. (3) A delay caused by plugged culvert pipes under the railroad which inundated the westbound sewer effluent line area. (4) Additional topsoil added to the contract over the plan quantity.

(1) High water during the winter is not unusual, could have been anticipated and is not a justifiable reason for a time extension. (2) The contractor was requested to backfill the westbound rest area to provide adequate drainage. This work was done by price agreement and justifies an extension of 8 calendar days. (3) The railroad culvert pipes were plugged by debris and did delay the contractor's completion of a sewer line; however, he had other concurrent work in progress during this period and this did not delay any work remaining to be done following the sewer line installation. (4) An overrun of topsoil occurred and this overrun justifies an extension of 9 calendar days. In addition to the reasons listed above, a "shut down" order was issued effective June 30, 1966, because of nonavailability of luminaires, which was the only work remaining. This order was rescinded on August 27, 1966, and the project was completed on that date.

I recommend that the specified completion date be advanced to August 14, 1966. This will reduce the liquidated damages to $1,300. This is a Federal-aid Interstate Project and we have Bureau of Public Roads concurrence.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. E. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. R. Parson

DES:nh bg

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(15)159
Boardman Safety Rest Area
Columbia River Highway
Time Extension

Reference is made to Mr. Klaboe's letter of September 21, 1966, concerning a time extension for the subject project.

We concur in your recommendation that the completion date for this project be extended from May 31 to August 14, 1966.

copies to Morgan Yturo Maison
10-12-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6691 Contractor Aichele Landscaping

Highway Columbia River

Section Boardman Safety Rest Area

Kind of Work Safety Rest Area

It is recommended that such extension be granted as requested under the following terms and conditions:

~~It is recommended that it be granted as per attached letter of request~~

An extension to August 14, 1966 based on additional work required in backfilling the west-bound rest area to provide for adequate damage, additional top soil added to the contract beyond the plan quantity and time covered by a Stop work order.

Recommended for Approval:

J S Coulter
Division Engineer

L. L. Huber
Construction Engineer or Bridge Engineer

J B Kloberg
Assistant State Highway Engineer

Contract No. 6691

Project designation I-80N-5(15)159
State—Federal

Date awarded September 7, 1965

Work started November 30, 1965

Per cent completed 100% Aug. 27, 1966
Date

Specified completion date May 31, 1966

Previously extended to

Extension requested to August 14, 1966

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date June 8, 1966

Gentlemen:

We, the undersigned, respectfully request an extension of 30 days time, from June 1, 1966, to July 1, 1966, within which to complete our Contract No. 6691, described as follows:

Boardman Safety Rest Area Section
Columbia River Highway
Morrow County

The above request is based upon the following reasons:

See attached sheet.

Respectfully submitted,

Archibald Landscaping Inc
Contractor

By Sol Archibald

CONSENT OF SURETY

Date June 8, 1966

We, United Pacific Insurance Company, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Frank G. Sauer
Attorney-in-fact

(SEAL)

Frank G. Sauer
Resident Agent

F. G. SAUER CO.

State Printing 97813

1. I was unable to complete excavation and forming work for sewer line ditches, effluent system sump and contact tank or sewage septic tank in the West Bound rest area due to high water caused by railroad grade construction outside the project Right of Way, which enundated the construction area and therefore delayed progress on the above noted systems. This high water was prevalent from January 3rd to January 17, 1966 - some 14 calendar days.

2. The U. S. Corps of Engineers reconstructed the waste canal adjacent to the northerly Right of Way line of the West Bound rest area and raised the bank elevation of the subject canal approximately two feet. I was requested by the State's Resident Engineer to backfill the West Bound area sufficiently to allow drainage into the waste canal from the West Bound rest area. I hauled backfill material for 6½ days into this area, which time I could have been hauling topsoil into the same area, and completed topsoil work one week earlier. I believe I should be allowed 6½ days time for this delay.

3. The plugging of culvert pipes under the recently constructed railroad grade with debris, caused a backup of water in the irrigation canal located along the northerly perimeter of the West Bound rest area and prevented me from completing installation of the 4" sewer effluent line from the effluent system into the canal channel. The build up of debris at the culvert inlet stopped work on the sewage system on May 23, 1966 and was not corrected until June 15, 1966, at which time we immediately started work installing the remaining sewage system. I was held up from completing this work for 23 calendar days due to this condition.

4. I was required also to haul and place 2,510 C.Y. of additional topsoil to complete lawn landscaping work which is approximately 25% over the contract amount. This work required 3 days of additional time to complete. I believe this time should also be considered as a reason for additional time.

I feel the above reasons are sufficient justification for requesting 30 days of additional time to complete this contract.

Sol Aichele

RECEIVED
DEC 7 - 1966
FORM E-128X BDH 4-62
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-5(15)159

6691

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that all replanting was completed on November 11, 1966, on Contract No. 6691, Boardman Safety Rest Area Section, in Morrow County, in connection with Federal-Aid Project No. I-80N-5(15)159.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 11-15-66

Conditions noted on above date:

None

RAN

A. W. Parsons
Division Engineer

By: [signature] Rec'd L. Young 12-7-66
G. R. Brooks
District Engineer

to: Forrest Cooper
Vince Gallagher

LAST REPORT

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Boardman Safety Rest Area		WEEK ENDING: October 22, 1966
		SECTION PREFIX: 625-1044
HIGHWAY: Columbia River		COUNTY: Morrow
NAME OF JOB: Boardman Safety Rest Area	KIND OF WORK: Safety Rest Area	
CONTRACTOR: Aichele Landscaping	CONTRACT NUMBER: 6691	FEDERAL AID PROJECT NUMBER: I-80N-5 (15) 159
DATE OF CONTRACT: September 7, 1965	DATE WORK STARTED: November 30, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $178,688.19	SPECIFIED COMPLETION DATE: May 31, 1966	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $165,981.47	ENGINEERING AUTHORIZATION: $12,706.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $164,030.90	ENGINEERING COST TO DATE: $10,950.12	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 86 %	DATE PROJECT WAS COMPLETED: September 9, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Seeding	Lawn Construction
	Ditch 100	Topsoil 100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	N/A				
MILES PARTIALLY COMPLETED	N/A				
MILES COMPLETED	N/A				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9,900 CY	12 Acres			
TOTAL QUANTITIES CORRECTED TO DATE	12,480 CY	10.27 Acres			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	12,480 CY	10.27 Acres	10.27 Acres lawn Const.		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY	Part Overcast-Cool		
MONDAY	Pt. Cloudy-Cool-Lt. Wind		
TUESDAY	Overcast-Cool		
WEDNESDAY	Overcast-Cool		
THURSDAY	Cloudy-Cool-Windy-Rain		
FRIDAY	Cloudy-Windy-Cool		
SATURDAY			

CAUSE OF DELAY

Routing E

Morgan ////

Morelock

Tucker

Trout

Bond E

Scott

Barbee

Wills

Walker

Litchfield

Olson

RECEIVED
OCT. . 1966
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Semi-final Estimate was completed and submitted to the Division Office on Friday of this week.

SIGNED C. D. Hield LOCATION Hermiston

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 22 1966
FOR FILING
6691

September 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Boardman Safety Rest Area
Columbia River Highway
I-80N-5(15)159

Dear Sir:

We have received from Aichele Landscaping, Inc., contractor on the subject project, a request for an extension of the specified completion date to July 1, 1966. The contractor's request is based on four items: (1) High water in the westbound rest area between January 3 and January 17, 1966. (2) Additional work required in backfilling the westbound area to provide for drainage. (3) A delay caused by plugged culvert pipes under the railroad which inundated the westbound sewer affluent line area. (4) Additional top soil added to the contract over the plan quantity.

(1) The delay which the contractor cites as being caused by high water in January is not a justifiable reason for a time extension under the contract specifications. High water during this time of year is not unusual and could have been anticipated.

(2) The contractor was requested to backfill the westbound rest area in order to provide adequate drainage from the rest area into a waste canal constructed by the U. S. Corps of Engineers after the contract had been awarded. This work was accomplished under terms of a price agreement amounting to $3,490 which is 2.17 percent of the original contract amount. This additional work from both a time/money relationship and from the actual time required to accomplish it amounts to eight calendar days. An extension in this amount is justified.

(3) It is true that the culvert pipes under a new railroad grade were plugged by debris which caused water to back up in the irrigation canal and effectively prevented the contractor from completing the installation of the sewer affluent line between May 23 and June 15, 1966. The delay in

clearing the flood culverts was due to the uncertainty as to whose responsibility it was to do this work. This did not delay any work remaining to be done following the installation of the sewer line and the contractor had other concurrent work in progress during this period.

(4) The contract bid item for top soil overran the planned amount by 2,510 cubic yards. Although this overrun amounts to $8,785, the total contract amount will overrun the original amount by only $3,925.01 which is 2.47 percent. (This does not include the price agreement mentioned above.) Applying this latter overrun to the original calendar days available justifies an extension of nine calendar days. A shut down order (exclusive of lawn establishment) was issued effective June 30, 1966, because of nonavailability of luminaires. This was the only work remaining under the original contract. The order was rescinded August 27, 1966, and an extension for this period is justified.

The original completion date for this project was May 31, 1966. The contract was completed August 27, 1966. Based on the additional work involved in backfill and top soil plus the "stop work" time, it is our recommendation that the completion date for this project be extended from May 31 to August 14, 1966. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1966

SUBJECT: Extension of Time
Boardman Safety Rest Area
Columbia River Highway
Contract No. 6691

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer

B U I L D I N G

Attached is a request from Aichele Landscaping, Inc., contractor on the subject contract for an extension of the specified completion date to July 1, 1966 without the assessment of liquidated damages. The contractor's request is based on four items: (1) High water in the west-bound rest area between January 3 and January 17, 1966. (2) Additional work required in back filling the west-bound area to provide for drainage. (3) A delay caused by plugged culvert pipes under the railroad which inundated the west-bound sewer effluent line area. (4) Additional top soil added to the contract over the plan quantity.

(1) The delay which the contractor cites as being caused by high water in January is not a justifiable reason for a time extension under the contract specifications. High water during this time of year is not unusual and could have been anticipated. (2) The contractor was requested to backfill the west-bound rest area in order to provide adequate drainage from the rest area into a waste canal constructed by the U. S. Corps of Engineers after the contract had been awarded. This work was accomplished under terms of a price agreement amounting to $3,450 which is 2.17% of the original contract amount. This additional work from both a time/money relationship and from the actual time required to accomplish it amounts to 8 calendar days. An extension in this amount is justified. (3) It is true that the culvert pipes under a new railroad grade were plugged by debris which caused water to back up in the irrigation canal and effectively prevented the contractor from completing the installation of the sewer effluent line between May 23 and June 15, 1966. The delay in clearing the flood culverts was due to the uncertainty as to whose responsibility it was to do this work. This did not delay any work remaining to be done following the installation of the

sewer line and the contractor had other concurrent work in progress during this period. (4) The contract bid item for top soil overran the planned amount by 2,510 cubic yards. Although this overrun amounts to $8,785, the total contract amount will overrun the original amount by only $3,925.01 which is 2.47%. (This does not include the price agreement mentioned above.) Applying this latter overrun to the original calendar days available justifies an extension of 9 calendar days. A shut down order (exclusive of lawn establishment) was issued effective June 30, 1966 because of non-availability of luminaires. This was the only work remaining under the original contract. The order was rescinded August 27, 1966 and an extension for this period is justified.

Bids for this project were received on August 31, 1965. The contract was awarded September 7 and the contract forms mailed to the contractor on September 14, 1965. The contractor did not start work until November 30, 1965 which is 2½ months after the contract was mailed. The specified completion date for this contract was May 31, 1966. The contract was completed on August 27, 1966. Liquidated damages on this contract accrue at the rate of $100 per calendar day.

Based on the additional work in backfilling and top soil as noted above plus the "stop work" time, we recommend that the specified completion date be extended to August 14, 1966. This will reduce the liquidated damages to $1,300.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that the above listed reasons appear to be a valid basis for granting an extension.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Ass't. Construction Engineer

DES:nh

Attachments

cc: L. H. Young

RECEIVED
SEP 21 1966
CONST.
STATE HIGHWAY

RECEIVED
OCT 20 1966

STATE COPY

FOR COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

I-80N-5(15)159

6691

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
September 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on August 27, 1966, on Contract No. 6691, Boardman Safety Rest Area Section, in Morrow County, in connection with Federal-Aid Project No. I-80N-5(15)159.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

NOTED
F. B. KLABOE

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date: **Project work complete, except for replacement of the Ulmus pumila, which died before completion of the project work.**

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

Ref'd to Young
10-20-66

RAN:

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 28 1966
FOR FILING

Form CD-121 (11-69) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6691

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 22, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(15)159
Boardman Safety Rest Area
Columbia River Highway

Returned herewith is the subject Price Agreement No. 4, unapproved.

The initial instructions to the field to change the type of drinking fountains was known to our area engineer; however, it was known that the contractor would not give a suitable reduction, and it was assumed the change would not be pursued.

We cannot participate in the revision of specifications without a reduction at least equal to the difference in the normal supplier's quotations, and then only with prior concurrence.

Since this work does not conform to that approved, the participating part of the contract costs will be reduced an amount equal to the difference in the supplier's quoted prices for the two types of drinking fountains, i.e., $114.00.

Enclosure

REFERRED TO
Young Wlands
By Asst. State Hwy. Engr.
7-27-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 20 1965
FOR FILING

I-80N-5(15)159

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

6691

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-5(15)159
Boardman Roadside Safety Rest Area

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of September 7, 1965 in the award of contract No. 6691 to Aichele Landscaping, of Portland, Oregon, low bidder in the amount of $158,683.95 at the August 31, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65

RECEIVED
SEP 17 1965
OFFICE
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1965
FOR FILING

I-80N-5(15)159
LL71

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the Boardman Safety Rest Area, Project No. I-80N-5(15)159.

The contractor receiving the award is Aichele Landscaping of Portland, in the amount of $15[illegible],643.95 with the contract No. 6691 assigned. This bid was received on August 31, 1965 and awarded September 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractors operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARter

FORM 6-125

RECEIVED
SEP 9 1965

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-80N-5(15)159
6691

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

September 8, 1965

Aichele Landscaping
11360 S. E. Stevens Road
Portland, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, awarded to you State Highway Contract No. 6691 for the following project:

Boardman Safety Rest Area on the Columbia River Highway in Morrow County.

This award was based on your bid of $158,683.95 which was submitted to the Commission on August 31, 1965, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
Mark Astrup

RECEIVED
AUG 12 1965
FOR FILING

Form CP-121 (11-63) (Prss. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-5(15)159

6691

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1965

In reply refer to: 08-35.2-DA

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-5(15)159
Boardman Roadside Safety Rest Area

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been acquired with the possible exception of those involved with utilities previously adjusted as indicated in Mr. Oakes' and Mr. Litchfield's July 30 and August 5, 1965 reports. Certification concerning utility access rights should be furnished prior to our concurrence in award. If exceptions are listed, the project will not be accepted as complete until such time when full control of access is obtained.

Our approval of the specifications is with the understanding that a revision letter will be issued to handle use of trade names in accordance with the provisions of subparagraph 5e of PPM 40-3.1.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
By Asst. State Hwy. Engr.
copies to Oakes
Litchfield

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Bridges
Trees

I-80N-5(12)154

6691

RNC:cr

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID

(PR

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		ADT	PRESENT	FUTURE (66)–(70)	YE (71)
	1	I-80N 2.6 mi. E. Airport Rd. Interchange			3,000	5,300	

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AU (74)
	Rest Area Convenience Facilities							

CARD 4	CLASS OF FEDERAL FUNDS: Interstate	COUNTY NAME	
	NAME OF URBAN AREA 17-31	ROUTE NO. I	FEDERAL- I-

CARD 5	LINE NO. (14-15)	CHANGE CODE 16	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43–46	STEP 53	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT TOTAL ESTIMATED COST (59)–(66)	ESTIMATED PROJECT FEDERAL FUNDS (67)
1										
5					PE		I-80N 2.6 mi. E. Airport Rd. Interchange. (Boardman Rest Area)			
5					ROW					
5					CONST (CODE)				87,000	80,000
								PROJECT TOTALS	87,000	80,000

CARD 1	CODE 1	PREPARED BY		
1	14	PROGRAM APPROVAL DATES		

(16) (23) (24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ge (65)	ADT	3,000	5,300 (66)(70)	75 (71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	403 (14)(18)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I, Projects Only	
					PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68)	(70)	(71)	(72)(73)	(74)(75)	I- 14 23	80-5(15) 7 13		159 (24)(26)	N 27

	COUNTY NAME	CODE	PROGRAM STAGE
	Morrow	049 (14)(16)	

	ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	I	I-80N (32)	(36)(37)	I-80N (41)	1 OR [ ] [X] 2

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54)(58)	(59) (66)	(67) (76)			
ge.					Rest area convenience facilities. (Rest area cleanup; plant grass, trees & shrubs. Sanitary and other facilities.)
	87,000	80,000	7,000		ROW - 300' normal; access control - full; parking restrictions - complete.
0.0	87,000	80,000	7,000		
	(16) (23)	(24) (33)			

REMARKS

Additional data - Item 339, Project I-80N-5(10)157.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
MAR 30 1965
FORM E-30X—80M—7-64 SP*6230-734
FOR FILING
I-80N-5(15)165
6691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 19, 1965

To: Mr. C. H. Young
Office Engineer
BUILDING

SUBJECT: Boardman Safety Rest Area
Airport Road-Irrigon Jct. Section

Division Engineer A. W. Parsons' letter of February 17 approved Federal participation in the construction of comfort and convenience facilities at the subject location, and authorized the preparation and submission of P.S. & E. documents. Would you initiate necessary action?

The rest area is located between Station 1230 and 1241, or approximately M.P. 159±. The parking area, acceleration and deceleration lanes were included in the road construction contract. Public use facilities to be constructed include a water system, toilet buildings, shelters, picnic tables and planting of grass, trees and shrubs. The preliminary estimate of construction costs is $87,000.

F. D. Morgan
Construction Engineer

By Mark H. Astrup
Mark H. Astrup
Landscape Engineer

cc: Lloyd P. Shaw ✓
F. D. Morgan

RECEIVED
MAR 19 1965
STATE

RECEIVED
MAR 22 1965
FORM B-30 BOM 8-63 49807
FOR FILING
I-80N-5(15)159
6691

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1965

SUBJECT: Boardman Safety Rest Area

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

BUILDING

There is attached for your information a compilation of facility requirements computed as necessary for Boardman Rest Area based on an estimated 12% of traffic stopping. Although 10% has been used previously, we believe we can substantiate the 12% estimate at this location.

The number of fixtures required does not include lavatories. Designs for 4, 6 and 8 fixture buildings are available. Which size should be submitted?

F. D. Morgan
Construction Engineer
By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan

RECEIVED
MAR 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Mr Astrup was instructed to ask Bureau concurrence for 6 fixture installation. 3-19-65

PROJECTED AMOUNT OF REST AREA USE AND RELATED INFORMATION

Boardman REST AREA

	1975 DESIGN	1985 DESIGN
Average Daily Traffic, Design Year	5,300	7,600
1975 Summer Average Daily Traffic (factor 1.25)	6,625	9,500
Average Daily Traffic, One Direction (Assumed 50% Split)	3,312	4,750
Daily Number of Vehicles Entering Rest Area (12%)	398	570
Average Daily Number of Vehicles Accumulated in Rest Area at Peak Moment, One Direction (5.8% of number entering)	24	34
Single Light Vehicles (70%)	17	24
Truck and Vehicle Combinations (30%)	7	10
Average Daily Number of Persons Desiring Use of Restrooms at Peak Moment, One Direction (2.0 persons per veh. x 0.25)	12	17
Average Daily Number of Tables in Use During peak Moment, One Direction (1/3 of peak vehicle accumulation)	8	12
Average Daily Number of Persons Using Drinking Water Facilities, One Direction (1.2 persons per vehicle)	478	684
Average Daily Number of Persons Using Rest-rooms, One Direction (2.0 persons per vehicle)	796	1,140
Average Daily Number of Persons Using Rest Area, One Direction (2.3 persons per vehicle)	915	1,311

Toilet Requirements:

$24 \times 2 \times 2 \times \frac{1}{0.67} = \frac{143}{60} = 2.36$ fixtures (1975)

$34 \times 2 \times 2 \times \frac{1}{0.67} = 202 \div 60 = 3.4$ " (1985)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6691

DATE: February 17, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-5(10)157
Boardman Safety Rest Area
Airport Road-Irrigon Junction Section

Mr. Shaw's letter dated December 9, 1964, requested our approval for Federal participation in the construction of comfort and convenience facilities at the Boardman safety rest area.

Approval has been granted for Federal participation by our Washington office, and you are hereby authorized to prepare and submit the P.S. & E. documents for this facility.

NOTED
LLOYD P. SHAW

Copies To:
Morgan
Young 2-23-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 10 1964
FOR FILING
I-205-2(15)167
6.11

December 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Commissioner Armstrong's Circular Memoranda to Regional and Division Engineers, dated August 6 and September 30, 1959, outlining policies on Federal participation in the construction of safety rest areas, stated, "Convenience and any comfort facilities provided at the safety rest areas are to be nonparticipating items for Federal-aid funds except where, because of specially significant historical or natural values, especially high continuing use may be expected. These excepted instances will require prior approval of the Washington office for participation." On these bases we believe the Boardman Safety Rest Area qualifies for approval of Federal participation.

A rest area was established by the State at this location in 1952. A recent photograph of the rest area is attached. Developments in addition to off-highway parking, include a drilled well, a shelter building with tables, pit toilets, and garbage cans. Trees were planted to provide shade. In addition, a live creek traverses the area adding greatly to the attractiveness of the site in this semiarid section of Oregon. Although use surveys were never made, we know, from the amounts of travel trash picked up and from the necessity of doubling the number of pit toilets provided, that heavy public use was made of the rest area.

The site was retained when the Interstate Safety Rest Area location survey was made at the inception of the Interstate program because of its proven importance from a public use standpoint, because it fitted into Oregon's Interstate safety rest area pattern geographically, and because land was available for development of two units serving opposing lanes of traffic. Accordingly, construction of acceleration and deceleration lanes

and parking areas was included in the grading and paving project now under contract. The location is approximately 46.5 miles east of the proposed rest area site to be developed by the Corps of Engineers at the mouth of the John Day River and 25.5 miles west of the proposed rest area site near the Stanfield Junction.

This site of wide vistas is of prime importance and interest from scenic, geological, and historical viewpoints. It is the first, or last, view the traveler will have of the Columbia River. The backwaters of the John Day Dam will provide a huge lake in the foreground of the visiters' view. From time immemorial the Columbia has been a major artery of travel and a source of subsistence to inhabitants of the region. It predated highways by centuries. It was of importance to ancient Indian tribes whose writings along the rock cliffs bordering the river have yet to be deciphered. It was an important means of travel to the early trappers and explorers. It is important now recreationally, scenically, to water-borne commerce, and to the hydroelectric development of the area. This, the history of the Columbia River and its majestic gorge, is a story of broad national interest which we propose to tell graphically at this rest area.

Through past development of a rest area at this site, we have shown that trees can be successfully established. A good well having an ample flow is available, thus two paramount requisites to the highway user, water and shade, are or can be made available. Both will be a welcome respite, counteracting weariness and breaking the monotony of long tangents with few opportunities for a weary traveler to leave the Interstate highway to rest and recuperate.

A copy of an automatic recorder traffic count is attached which was made at Nemalocca Safety Rest Area in early August, 1961. This, the first rest area completed on I-80N and approximately 88 miles west of Boardman, was opened in the fall of 1963. Also attached is a preliminary development plan of the Boardman site.

We are convinced from the many expressions of public appreciation of rest areas and from the use of existing rest areas as disclosed by our survey, corroborated by actual experience of other states, that there will be a continued and increasingly important public use of the Boardman Safety Rest Area. We are also convinced that the location has significant natural and historical values and public use facilities are necessary to achieve maximum benefits to road users. Accordingly, we urge and recommend approval of Federal participation

and modification of existing Bureau of Public Roads policy to authorize Federal participation in the construction of convenience and comfort facilities in safety rest areas on the Interstate highway system.

Oregon is willing and capable of furnishing adequate maintenance so that our rest areas are a source of pride to the State and Federal governments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachments
cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

MHA:de: ajw

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☐

Route or Highway No. I-80N Station No. _____

Location Memaloose Rest Area Westbound

Week Beginning August 1964

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		9	10	4	5	6	7	8	
Hour of Day									
A.M.	12-1	5	3	5	5	3	2	8	
	1-2	9	1	7	6	7	6	11	
	2-3	5	1	2	4	6	5	6	
	3-4	4	3	1	1	2	7	6	
	4-5	3	3	6	2	4	5	3	
	5-6	5	14	10	6	9	10	5	
	6-7	4	8	2	10	6	10	4	
	7-8	3	7	12	17	6	12	16	
	8-9	7	18	8	12	19	11	9	
	9-10	14	17	9	20	6	18	12	
	10-11	13	12	23	20	18	19	20	
	11-12	31	17	18	15	24	17	26	
P.M.	12-1	23	19	29	22	19	24	22	
	1-2	28	20	18	19	18	25	34	
	2-3	29	18	22	18	28	14	17	
	3-4	32	33	22	22	30	30	18	
	4-5	26	16	22	30	20	28	20	
	5-6	26	14	12	25	14	20	23	
	6-7	28	20	23	16	15	14	13	
	7-8	19	10	9	9	9	13	12	
	8-9	10	10	14	19	12	11	18	
	9-10	12	10	8	10	7	9	11	
	10-11	8	8	10	1	2	8	11	
	11-12	5	10	10	7	8	3	4	
Automatic Recorder Total 24 Hours		352	292	302	316	292	321	329	
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS Estimated 1964 ADT = 6500 on Interstate 80-N (both directions)

Oregon State Highway
Photo 501-3
TRAVEL DIVISION

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey

AUTOMATIC RECORDER TRAFFIC COUNTS

Portable Recorder ☐ Permanent Recorder ☐

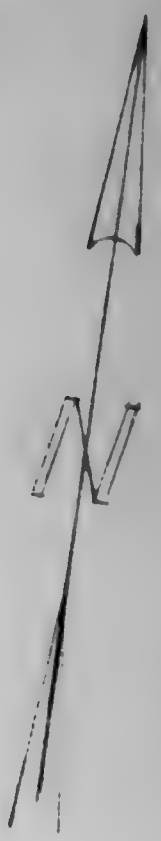
Route or Highway No. I-80N Station No. _____

Location Memaloose Rest Area Westbound

Week Beginning August 1964

Day of Week		Sun.	Mon.	Tues.	Wed.	Thur.	Fri.	Sat.	Total
Day		9	10	4	5	6	7	8	
Hour of Day									
A. M.	12-1	5	3	5	5	3	2	8	
	1-2	9	1	7	6	7	6	11	
	2-3	5	1	2	4	6	5	6	
	3-4	4	3	1	1	2	7	6	
	4-5	3	3	6	2	4	5	3	
	5-6	5	14	10	6	9	10	5	
	6-7	4	8	2	10	6	10	4	
	7-8	3	7	12	17	6	12	16	
	8-9	7	18	8	12	19	11	9	
	9-10	14	17	9	20	6	18	12	
	10-11	13	12	23	20	18	19	20	
	11-12	31	17	18	15	24	17	26	
P. M.	12-1	33	19	29	22	19	24	22	
	1-2	28	20	18	19	18	25	34	
	2-3	29	18	22	18	28	14	17	
	3-4	32	33	22	22	30	30	18	
	4-5	26	16	22	30	20	28	20	
	5-6	26	14	12	25	14	20	23	
	6-7	28	20	23	16	15	14	13	
	7-8	19	10	9	9	9	13	12	
	8-9	10	10	14	19	12	11	18	
	9-10	12	10	8	10	7	9	11	
	10-11	8	8	10	1	2	8	11	
	11-12	5	10	10	7	8	3	4	
Automatic Recorder Total 24 Hours		352	292	302	316	292	321	329	
Axle Correction Factor									
Adjusted All Vehicle Total 24 Hr.									

REMARKS Estimated 1964 ADT = 6500 on Interstate 80-N (both directions)



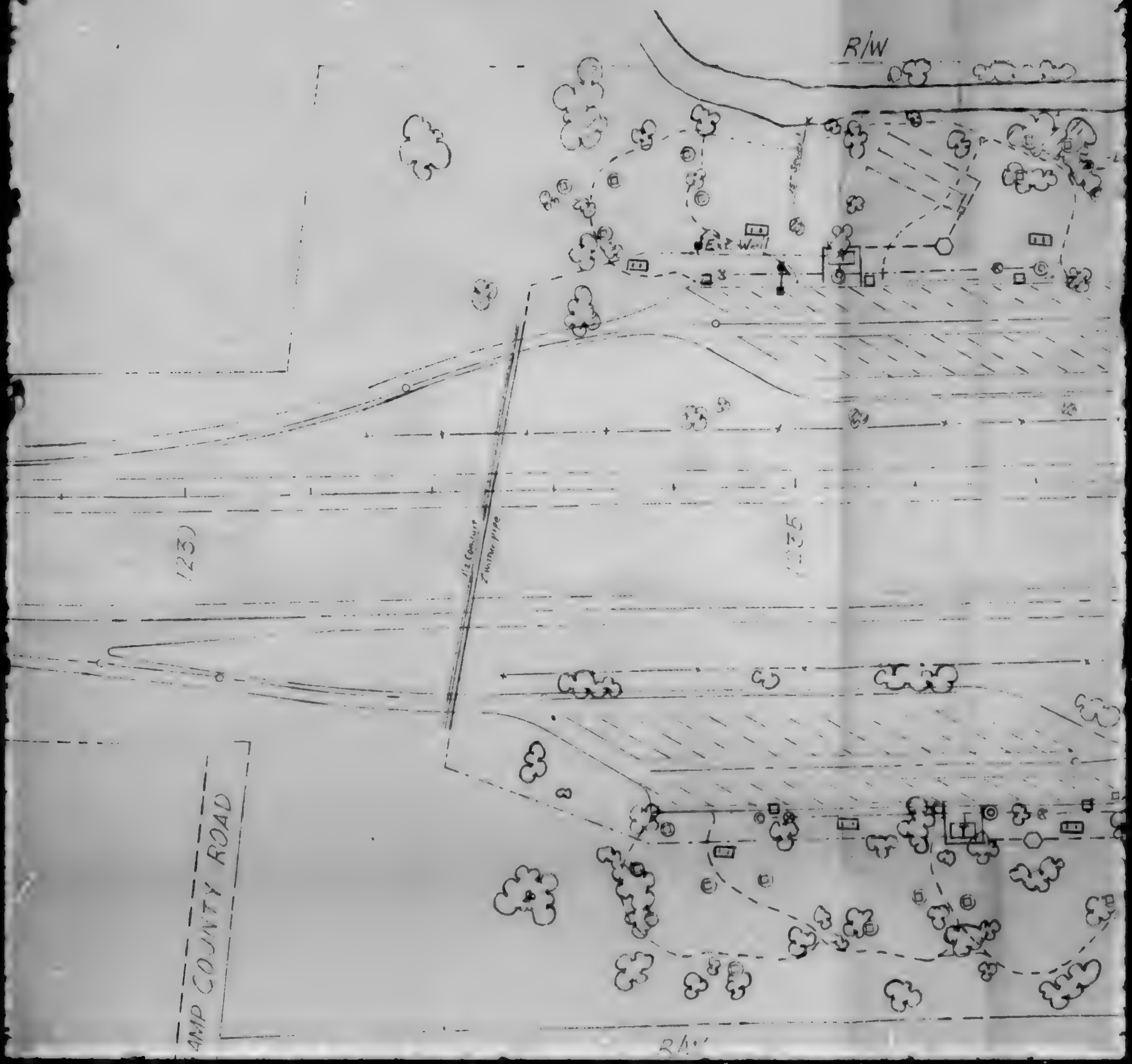
R/W

TO ARLINGTON

COLUMBIA

R/W

T4N., R24E., NM.



...M.

0 50 100 200 300

SCALE = 1" = 100'

Channel

Ext. Tree

R/W

RIVER

1245

Drainage ditch

R/W

SYMBOL KEY

- Refuse Receptacles
- Drinking Fountain
- Picnic Tables
- Sun Shelter

100 200 300

SCALE = 1" = 100'

BOARDMAN REST AREA STUDY
COLUMBIA RIVER HIGHWAY
MORROW COUNTY

SHEET No. 1

TOTAL SHEETS 1

Mile Post 159.6 Nov 27 1964

R/W

1245

HIGHWAY

1250

TO BOARDMAN →

R/W

R/W

TO ARLINGTON

COLUMBIA

R/W

R/W

Exist. Well

1225

1 1/2 Concrete Water Pipe

1235

TOMS CAMP COUNTY ROAD

R/W

Channel

Ext. Trees

R/W

RIVER

1245

HIGHW

Drainage ditch

R/W

SYMBOL KEY

- Refuse Receptacles
- Drinking Fountain
- Picnic Tables
- Sun Shelter
- Water Hydrant
- Septic Tank
- Drain for Fountains & Hydrants

Mile 1 US 159.6 Nov 27 1964

R/W

1245

HIGHWAY

1250

TO BOARDMAN →

R/W

F-168(22) SE Holgate Blvd-Jefferson St 1965
Sec., Pacific Hwy., E.
#6692 (Traffic Signal Installation)

C A A 2898

RECEIVED
AUG 1 - 1966
FOR FILING

F-168 (2:)

6692

August 1, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6692 awarded to McIntyre Electrical, Inc., for traffic signal installation at S.E. Holgate Boulevard-Jefferson Street Section of the Pacific Highway East in Multnomah and Clackamas Counties was completed on April 15, 1966, and accepted by the Highway Commission on July 28, 1966.

Final payment in the amount of $7,421.77 will be released to the contractor after August 8, 1966. The total contract amount is $72,619.77 including $126.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc McIntyre Electrical, Inc.
12005 N. Burgard
Portland, Oregon 97203

James E. Schram Company
Woodlark Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 29 1966
FOR FILING
I-162(22)
6692

July 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 15, 1966, on Contract No. 6692. The contract was with McIntyre Electrical, Inc. and was for traffic signal installation on the S. E. Holgate Boulevard-Jefferson Street Section on the Pacific Highway East in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 28, 1966, and that you concur in this procedure at the Commission meeting on August 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. E. Johnson

bg:ja

RECEIVED
AUG 2-4 1966
FOR FILING
F-168(22)
6692

July 15, 1966

#2

McIntyre Electrical, Inc.
12003 N. Burgard
Portland, Oregon 97203

Gentlemen:

The State Highway Commission at its meeting on July 14 considered your request for an extension of time on Contract No. 6692 on the S.E. Foigate Boulevard-Jefferson Street Section of the Pacific Highway East in Multnomah and Clackamas Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to April 15, 1966.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. W. Rullen
Wm. Klein
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6692 Contractor McIntyre Electrical, Inc.

Highway Pacific Highway East

Section S.E. Holgate Blvd. - Jefferson St.

Kind of Work Traffic Signal Installation

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend extension be granted because of conditions beyond the contractor's control.

Recommended for Approval:

D. Rossel
Hst
Division Engineer

Duane D. Merchant
Construction Engineer or Bridge Engineer

[signature]
asst.
State Highway Engineer

Contract No.	6692
Project designation	Federal F-168(22) (State—Federal)
Date awarded	Sept. 7, 1965
Work started	Oct. 28, 1965
Per cent completed	96% March 25, 1966 (Date)
Specified completion date	January 1, 1966
Previously extended to	
Extension requested to	April 15, 1966

Form E-320--3M--9-51

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date March 22, 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of 105 days time, from Dec. 31st, 19 65, to April 15th, 19 66, within which to complete our Contract No. 6692, described as follows:

Traffic Signal Installation, Holgate-Jefferson Section

The above request is based upon the following reasons:

See attached letter

Respectfully submitted,

McIntyre Electrical, Inc.
Contractor

By Albert Adams

Albert Adams

CONSENT OF SURETY

Date March 23, 19 66

We, GLENS FALLS INSURANCE COMPANY

GLENS FALLS, NEW YORK, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

David J. Kuhlman, Attorney-in-fact (SEAL)

JAMES E. SCHRAM & COMPANY, Resident Agent
608 Woodlark Building, Portland, Ore.

State Printing 78755

McINTYRE ELECTRIC COMPANY
PORTLAND 3, OREGON
AV 6-5393

12005 NORTH BURGARD
Oregon Shipyard

March 22, 1966

Mr. William Ikola
Oregon State Highway Dept.
5821 NE Glisan
Portland, Oregon

Re: Holgate-Jefferson Section, Traffic Signal Installation, Contract No. 6692.

Dear Sir:

Re request for extension of time on above contract.

1. Change of plans by State Highway Commission.

2. Impossibility to procure equipment and material in the time allowed.

3. Delay caused by Portland city installation at 17th street intersection.

4. Delay cuased by Portland city installation at Harold Street intersection.

5. Delay caused by indecision concerning state acceptance of anchor bolts at Ochoco and Milport intersection.

6. Delay caused by having to procure backboards for Portland city installation at 17th Avenue intersection. We didn't have knowledge of what to order for backboards for this intersection until March 7th. This matter was further complicated by the factthat the city used two different manufacturers so air frieght shipments must be made from two seperate locations. Estimated delivery on these backboards is April 11th, 1966.

Very truly yours,

McINTYRE ELECTRICAL, INC.

Albert Adams

Albert Adams.

AA:ea

RECEIVED
JUN 8 - 1966
FOR FILING

F 168 (.2)
1642

June 8, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 2
July 14, 1966 meeting

Gentlemen:

McIntyre Electrical Company, contractor on the S. E. Holgate Boulevard-Jefferson Street traffic signals on the Pacific Highway East in Multnomah and Clackamas Counties, Contract 6692, has requested that the specified completion date of December 31, 1965, be advanced to April 15, 1966, the actual completion date, without assessment of liquidated damages.

The contractor is entitled to consideration. Subsequent to the award of the contract, it was necessary to make certain plan changes that delayed the contractor's final order for materials. Delays to the State's contractor caused by failure on the part of the City of Portland to complete certain work on the signal systems also contributed to the delay in completing the work.

Because the contractor was prevented by conditions beyond his control in completing the work within the time specified, I recommend that the requested extension be granted.

This is a federal-aid project and we have concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration for the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan Merchant
L. W. Rulien

CAG:jf fn

RECEIVED
MAY 26 1966

Form 60-121
(1-63)
Prep. by
A.D. 206-10

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

F-168(22)

6692

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 18, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-168(22)
SE. Holgate Blvd. - Jefferson Street Section
Extension of completion date

For the reasons given in Mr. Tom Edwards' May 9, 1966 letter we concur in your request to extend the completion date on the subject project to April 15, 1966, the actual completion date, without assessment of liquidated damages.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
TOM EDWARDS

Copy
Mailed
5-26-66

RECEIVED
MAY 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 10 1966
FOR FILING
F-168(22)
6692

May 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: S. E. Holgate Boulevard-
Jefferson Street Section
Signals
Contract 6692
FAP No. F-168(22)

Dear Sir:

McIntyre Electrical Company, contractor on the above project, has requested that the specified completion date of December 31, 1965 be advanced to April 15, 1966, the actual completion date, without assessment of liquidated damages. The contractor states delays occasioned by State in making plan changes and delays caused by the City of Portland in completing certain items of the work on the signal system as his reasons for failure to complete the work within the time specified.

This particular work was in the order of an experimental project utilizing specialized equipment and the first of its kind in the State. Subsequent to the award of the contract it was found necessary to make alterations in the originally planned layout of the detection and signal equipment and pole lengths. The contractor was not furnished final construction plans until October 22, 1965, 46 days following the award of the contract. This delayed the contractor's orders for a part of the materials involved. A stop work order was not written on this delay as the contractor was advised of the impending plan changes at a preconstruction conference held on October 7, 1965.

Included in this project were revisions of existing signals under the control of the City of Portland and on which the City was to do certain work. The delays to the contractor caused by the City of Portland's operations in installing these signals are, we believe, the crucial part of this request for extension in that one provision in the contract under Article 605-3.8, Indication Equipment, page 11 of the Special Provisions, states "...All new vehicular signals including single 12-inch sections and all existing vehicular signals not so equipped shall be furnished with backboards..."

The existing signal heads at the intersection of S. E. 17th Avenue and McLoughlin Boulevard were replaced by the City of Portland under their portion of the work to be done and it was not possible for the contractor to order the backboards for this intersection until it could be ascertained from the City just what would be needed. The contractor was not advised as to what backboards would be needed until March 7, 1966 and the order was further complicated by the fact that the City used two different manufacturers for the signal heads with some minor variations in dimensions, and the backboards subsequently had to be ordered from the same two suppliers. These backboards were not delivered until April 11 and installation and touch-up painting was completed on April 15, the final completion date of the contract.

Because the contractor was delayed by conditions beyond his control from completing the work within the time specified, I propose, with your concurrence, to recommend to the Highway Commission that the requested extension to April 15, 1966 be granted without assessment of liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant

CAG:jf jwa

RECEIVED
MAY 3 - 1966

FORM E-123X 9M 7-65

FOR FILING

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

6692

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 18, 1966, on Contract No. 6692, S.E. Holgate Blvd.-Jefferson St. Section in Multnomah and Clackamas Counties, in connection with Federal-Aid Project No. F-168(22).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-28-66

Conditions noted on above date:

None WNB None.

RECEIVED
MAY 2
OFFICE OF
STATE HIGHWAY ENGINEER

WNBryant:

By:

A. W. Parsons
Division Engineer

G. R. Brooks
District Engineer

NOTED
F. B. KLABOE

Return to Young 5-3-66

RECEIVED
MAY 3 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6692

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 18, 1966, on Contract No. 6692, S.E. Holgate Blvd.-Jefferson St. Section in Multnomah and Clackamas Counties, in connection with Federal-Aid Project No. F-168(22).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-28-66

Conditions noted on above date:

None
WNB None.

NOTED
F. B. KLABOE

A. W. Parsons
Division Engineer

By:

G. R. Brooks
District Engineer

Refer to Young 5-3-66

RECEIVED
MAY 2 3
OFFICE OF
STATE HIGHWAY ENGINEER

WNBryant:

RECEIVED
APR 7 - 1966
FOR FILING

F-1(8)(1-2)
667

Salem, Oregon
April 7, 1966

Contract No. 6692
S.E. Holgate Blvd.-Jefferson St.
Pacific East Highway
Traffic Signal Installation

I. D. Hazehurst
Bridge Engineer

BUILDING

Your letter, dated January 11, 1966, requested this office to waive liquidated damages pending your recommendation for a time extension.

Progress Estimate No. 5 for work done to April 5, 1966 in the estimated amount of $3,359.69 for payment to the contractor has been received today. This amount coupled with $3,622.00 retainage and $580.31 for work remaining to be performed totals $7,562.00. The liquidated damages for 45 excess workdays now amounts to $7,125.00.

This office will defer payment on Estimate No. 5 pending further instructions from your office.

L. H. Young
Office Engineer

VG:lt

cc: L. W. Hallen
W. E. Lewis

STATE COPY

Form A-105—SM

STATE FORCES NOT INVOLVED

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAR 17 1966
[illegible]
Dist. Engineer
U.S. Bureau of Public Roads

Order No. 3

Project Name S.E. Holgate Blvd.-Jefferson St. Sec. Date March 24, 1966

Highway Pacific East Contract No. 6692 F. A. Project No. F-168(22)

County Multnomah & Clackamas Prefix 26-1051 Account No. 279-03

Description of Work To Be Done:

Purchase two (2) MC-30 single recorders.

Location by Station Numbers:

9200 S.E. McLoughlin Blvd. @ TM-1 Master Controller

Estimate of Quantities and Costs:

2-Recorders @	$765.00----	$1530.00
Installation (Labor)	25.00---- Total	25.00 $1555.00

NOTE[illegible]
F.B. KLABCL

Explanation:
This recording equipment is necessary to insure proper operation of the computer equipment when making timing adjustments. Each recorder to have one analog and six event tracers.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 82,620.00
Present estimate of project cost, including $ 1555.00 for work under this order	$ 81,313.00
Expected under-run over-run (amount) UNDER	$ 1,307.00
Expected under-run over-run (per cent) UNDER	1.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikola, Resident Engineer

Approval Recommended: /s/ C. T. Keasey, Division Engineer

Approval Recommended /s/ Alfred A. Rear, Asst. Bridge Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Young 4-26-66

RECEIVED
MAR 3 - 1966
FOR FILING

F-168(22)

6692

March 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

The installation of the computerized traffic signal system on US99E between Milwaukie and Portland is very nearly complete.

Inadvertantly, recording equipment was omitted from the specifications for this project. This recording equipment is needed as part of the operating system to insure proper operation of the computer equipment when setting up timing adjustments.

As an emergency measure, we are borrowing temporarily from the Washington Highway Department the necessary recording equipment to place the system in initial operation. We request your approval and participation in the purchase of the necessary recording equipment that would be installed on a permanent basis as a part of this operating system.

The equipment it is proposed to purchase are two MC-30 single recorders with one analog tracer and six event tracers per recorder. Each of these recorders costs $750, for a total additional cost of $1,530.

Your approval for the purchase of the equipment as part of the existing contract is hereby requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. W. Rulien
LEG:aa jwa

RECEIVED
NOV 3 - 1965
FOR FILING

F-168(22)

6692

November 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on Oct. 28, 1965, on Contract No. 6692, S. E. Holgate Blvd.-Jefferson Street Section, in Multnomah and Clackamas Counties, in connection with Federal-Aid Project No. F-168(22).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:bb

RECEIVED
NOV 1 - 1965
Bureau of Public Roads

FOR FILING F-168(22)

6692

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon verification of project agreement and additional funds are not required.
Date OCT 15 1965 By [signature]
Dist. Engineer
U.S. Bureau of Public Roads

Project Name S. E. Holgate Blvd.-Jefferson St. (Tr. Signals) Date October 8 19 65

Highway Pacific Highway East Contract No. 6692

County Multnomah and Clackamas Prefix 26-1051

Contractor McIntyre Electrical, Inc. F. A. Project No. F-168(22)

Address 12005 N. Burgard St., Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging labor.

Percentage allowed contractor is in accordance with the executed contract for this project.

This work has not started.

Federal Participation Requested on Basis of actual cost.

Location by station numbers:

Throughout Project.

Estimate of quantities and cost:

Flagging (State Share) Labor $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
This is the share of the flagging cost assumed by the State as outlined under Article 7-30 of the Standard Specifications. This work is necessary to protect the traveling public in the construction area.

The cost of flagging is included in the original authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 82,620.00
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 82,620.00
Expected under-run / over-run amount	$ -
Expected under-run / over-run per cent	-

Space to right of this line is for use of Salem Office

Submitted by: /s/ William E. Ikoala
Resident Engineer

Approval Recommended: /s/ Ivan V. Merchant
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ C. T. Keasey
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer (or Office Engineer.

State Printing

Young 10-29-65

RECEIVED
SEP 23 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MODIFY TRANSACTION NO.

FOR FILING

PROJECT REPORT NO.

F-16+(22)
4
669

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-23-65

STATE: Oregon

COUNTY: Multnomah and Clackamas

PROJECT NO.: F-168(22)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99E 2.3 Mi. N. Multnomah Co. L. S. 3.5 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-9-65	0.00
*OTHER *(Specify)*		

FUNDS

Pro Rata 63.45%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,784.00	$ 50,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. M. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 23 1965

Oregon State Highway Department

Federal Aid
Project No. F-168(22)

S.E. HOLGATE BLVD.-JEFFERSON ST. SECTION OF THE
PACIFIC HIGHWAY EAST IN MULTNOMAH AND CLACKAMAS COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 1, 1965

Type Code XO31 (Safety)
Signals (Sta. 318+30 to Sta. 317+80)

Traffic Signal Installation, Complete	All Required	$ 91,000.00
		$ 91,000.00
Flagging (57½ of Contractor's Cost)	All Required	1,000.00
	Subtotal	$ 92,000.00
	10% Engr. & Cont.	9,200.00
	Total	$101,200.00

Length of Project - - - - - - - - - - - - - - - - - 0.000 mile

Federal Funds -	$ 63,000.00
State Funds -	38,200.00
	$101,200.00

Oregon State Highway Department

Federal Aid
Project No. F-168(22)

S.E. HOLGATE BLVD.-JEFFERSON ST. SECTION OF THE

PACIFIC HIGHWAY EAST IN MULTNOMAH AND CLACKAMAS COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 15, 1965

Type Code Y031 (Safety)
Signals (Sta. 318+30 to Sta. 517+80) (Contract No. 6692)

Traffic Signal Installation, Complete	All Required	$72,440.00
		$72,440.00
Flagging (57½% of Contractor's Cost)	All Required	$ 1,000.00
	Subtotal	$73,440.00
	10% Engr. & Cont.	7,344.00
	Total	$80,784.00

Length of Project - - - - - - - - - - - - - - - 0.00 miles

Federal Funds -	$50,800.00
State Funds -	29,984.00
	$80,784.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
SEP 20 1965
FOR FILING

F-168(22)

Form CD-121 (11-63) (Prss. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6692

KLHBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-168(22)
S.E. Holgate Blvd.-Jefferson Street Section
Traffic Signal Installation

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 7, 1965 in the award of contract No. 6692 to McIntyre Electric, Inc., of Portland, Oregon, low bidder in the amount of $72,440.00 at the August 31, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65

NOTED
F.B. KLABOE

RECEIVED
SEP 21 1965
OFFICE OF
ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1965
FOR FILING
F-168(22)
6692

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the S. E. Holgate Blvd.-Jefferson St. Section, Project No. F-168(22).

The contractor receiving the award is McIntyre Electric Inc., of Portland in the amount of $72,440.00 with the Contract No. 6692 assigned. This bid was received on August 31, 1965 and awarded September 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads ~~PR-20-4-64~~.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

FORM E-168

RECEIVED
SEP 10 1965

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
KENNETH N. FRIDLEY, MEMBER
PASCO
DAVID [illegible]
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-168 (2)

6693

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 8, 1965

McIntyre Electric, Inc.
12005 N. Burgard
Portland, Oregon 97203

Gentlemen:

The State Highway Commission on September 7, 1965 awarded to you State Highway Contract No. 6692 for the following project:

Traffic Signal Installation on the S. E. Holgate Boulevard-Jefferson Street Section of Pacific Highway East in Portland and Milwaukie in Multnomah and Clackamas Counties.

This award was based on your bid of $72,440.00 which was submitted to the Commission on August 31, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 27 1965
FOR FILING

F-168(32)
6692

Salem, Oregon
August 26, 1965

MISC. CONTRACTS and AGREEMENTS No. 2898

Agenda Item 4i-2

Mr. . .B. Crandall
Traffic Engineer
B u i l d i n g

Attached is a partially signed copy of an agreement with the City of Portland covering installation of traffic signals at intersection of S.E. McLoughlin Boulevard and S.E. Holgate Boulevard and revisions to existing traffic signals at intersection of S.E. McLoughlin Boulevard with S.E. 17th Avenue and intersection of S.E. Harold and S. E. Tacoma Streets.

A fully executed copy of the agreement has been retained in this office for the Commission's files and two fully executed copies have been sent to the City of Portland.

Secretary

rn
Attach: 1

RECEIVED
AUG 23 1965

F-168 (22)

6692

August 20, 1965

Oregon State Highway Commission

Gentlemen:

Plans and specifications have been prepared for a Federal-aid Traffic Safety Spot Improvement Project on McLoughlin Boulevard (Pacific Highway East) from S. E. Holgate Boulevard in Portland to Jefferson Street in Milwaukie. This project includes the installation of a fully-actuated traffic signal at the S. E. Holgate Boulevard intersection and provision of a computer controlled traffic signal system throughout the section. This is an eligible Federal-aid project and is estimated at $70,000.

An agreement has been executed by the City of Portland covering the maintenance and power consumption of that portion within the city.

Your approval of the agreement and authority for the Secretary to sign for and on your behalf is recommended.

This matter will be on the agenda for your consideration at the August 27 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Cramiall
L. H. Young
C. H. Maison
A. E. Johnson

VPJ:njc bg

RECEIVED
AUG 9 1965

Form 001-1
(11-63)
(Prss. by
ADM-ORDER)

UNITED STATES GOVERNMENT

Memorandum

FOR FILE

F-168 (22)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6692

DATE: August 9, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-168(22)
S.E. Holgate Blvd.-Jefferson St. Section
Traffic Signal Installation

P.S. & E. documents for the subject Highway Safety Improvement project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 30 and August 5, 1965 reports.

It is understood that the data on traffic counts requested by our June 24, 1965 memorandum will be furnished shortly.

Traffic control measures are outlined in your supplemental construction agreement dated June 27, 1961 with the City of Portland, McLoughlin Blvd. at Holgate St. and your traffic signal installation agreement with the City of Milwaukie dated November 24, 1964. These measures should not be changed prior to obtaining concurrence of this office.

Mr. Young's August 6, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young (w/cd),
BY ASST. STATE HWY. ENGR
Copies to Oakes
Litchfield
8-12-65
NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-184(2) Neahkahnie Mountain Slide Sec., Oregon Coast Hwy. (Grading) 1965

#6693

6693

RECEIVED
APR 5 1966
OFFICE OF
RESIDENT ENGINEER
TILLAMOOK, OREGON

Nehalem, Oregon
April 2, 1966

Oregon State Highway Department
Curtis H. Baker
P. O. Box 169
Tillamook, Oregon

Dear Mr. Baker:

We received a check from the Kinnan Logging Co. on March 29th for the repair that we had done on their equipment on the Neahkahnie Mountain slide Section of the Oregon Coast Highway,

They wrote a notation to the Mansfield Insurance Co the same day they wrote the check, that they had paid us.

Thank you very much for your cooperation in this matter.

Yours truly,

Mrs. Alvin R. Vedder

Nehalem Welding and Machine shop
Nehalem, Oregon

RECEIVED
APR 8 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

RECEIVED
APR 5 - 1966
FOR FILING

ER-184(2)

6693

April 4, 1966

Johnson Instrument Company
4040 S. E. Division Street
Portland 2, Oregon

Attention: Mr. O. A. Johnson

Gentlemen:

We have received a copy of your letter dated March 25, addressed to Kinnan Logging Company concerning your rental agreement for a Berger transit and accessories.

If this transit was used on a State Highway contract you might wish to file a claim against the contractor and bonding company. The contractor furnishes a performance bond on a contract which is given to assure completion of the contract and payment of all bills incurred in it.

We awarded the Kinnan Logging Company two contracts in 1965 as follows:

1. 6693 for grading the Neahkahnie Mountain Slide Section on the Oregon Coast Highway in Tillamook County. Surety: United Pacific Insurance Company Agent: Mansfield & Company Awarded September 7, 1965, completed January 27, 1966. Accepted March 15, 1966.

2. 6726 for grading, stone base, and structure on the Marks Creek Section of the Ochoco Highway in Crook County. Surety: United Pacific Insurance Company Agent: Mansfield & Company. Awarded October 14, 1965. Job not completed.

As stated before, if this transit was used on a highway contract and if you wish to protect your claim under the bond, the claim should be filed with us and with the Secretary of State within six months after the contract has been accepted by the Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:gc

BELMONT 4-1738

Johnson Instrument Co.
SURVEYORS AND ENGINEERS INSTRUMENTS
REPAIRED ☆ RENTED ☆ SOLD
4040 S.E. DIVISION STREET
PORTLAND 2, OREGON

REFERRED
TO Mr. Avery
FOR I have no knowledge further than this could be.
G. E. ROHDE

2¢ each

RECEIVED
MAR 29 1966
LEGAL & RIGHT OF WAY

Kinman Valley Engineering Co.
Kinman Valley Logging Co.
Camas Valley, Oregon 97416

Gentlemen:

On 4 August 1961 on your purchase order 1515 you rented from us our Berger transit 211289 and accessories.

To have as per our rental agreement sent you invoices each month for the rental. To date you have only paid us two months rental. To our other invoices and statements you pay absolutely no heed.

Unless we receive from you very shortly pay out for all of the accrue rental and the return, in good condition, of the equipment or payment for the instrument and the accrued rental it will become necessary for us to take legal action against you and request the aid of the Police Department to gain possession of our property.

Very truly yours

J. O. Johnson

Johnson Instrument Co.

cc:
Oregon State Highway Department
Bureau of Land Management

Cec,
what goes - if anything?
7 C

FILED
C. W. HEAD

FORM S-128X 50M 7-65

RECEIVED
MAR 22 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6694

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 21, 1966

RECEIVED
MAR 22 1966
TOM McCALL
SECRETARY OF STATE

Nehalem Welding & Machine Shop
Nehalem
Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of March 9 and attached statement addressed to the attention of Curtis H. Baker, our Resident Engineer at Tillamook, stating that Kinnan Logging Company owes you $45.00 for equipment repair.

From the description given it appears the contract to which you refer is our Contract No. 6693 for grading on the Neahkahnie Mountain Slide Section of the Oregon Coast Highway in Tillamook County. The surety on this project is the United Pacific Insurance Company through Mansfield and Company, 2828 S. W. Corbett, Portland. We will advise them of the receipt of your claim letter and we will also forward your letter to the Secretary of State for filing.

The State does not make payment of claims but looks to the prime contractor and surety for such payment.

Please let us know when your claim has been paid so that we can make the necessary notation in our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
Jam

CWH:jf
cc: United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Mansfield and Company
2828 S. W. Corbett
Portland, Oregon

Kinnan Logging Company
Camas Valley
Oregon

Mr. Jackson
Mr. Simpson
Mr. R. D. Asburry

The Hon. Tom McCall ✓
(Please acknowledge receipt of this letter on the enclosed copy.)

File No. 4162

FILED
MAR 22 1966
TOM McCALL
SECRETARY OF STATE

RECEIVED
MAR 23 1966
OREGON
STATE HIGHWAY COMMISSION

29-1084

FORM E-90 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 17, 1966

SUBJECT: Neahkahnie Mountain Slide Section
Oregon Coast Highway
Contract No. 6693

To: Mr. Floyd Query
Secretary
State Highway Commission

Another claim against the contractor on the subject contract has reached this office. It seems that some of the local people are having trouble collecting from the contractor.

Attached regarding the present claim (claim by Nehalem Welding & Machine Shop) is the following data:

1. Letter from Nehalem Welding & Machine Shop by Mrs. Alvin P. Vedder requesting claim be placed against this contract.

2. Two copies of billing in the amount of $45.00.

3. A letter from Resident Engineer Baker summarizing to the best of his knowledge the status of this claim and other claims against the contractor on this project.

Will you please take what steps are advisable in this matter.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am

NOTED
FLOYD QUERY

FORM E-30 50M 2-60 26118

RECEIVED
MAR 14 1966
OFFICE OF
DIVISION ENGINEER
DIVISION 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tillamook, Oregon
March 10, 1966

SUBJECT: Non-Payment of Bills by Kinnan
Neahkahnie Mountain Slide
Oregon Coast Highway
Contract 6693

To:
Mr R D Asburry
Division Engineer
Salem

Attached is a letter and 2 copies of a bill from the Nehalem Welding and Machine Shop, pertaining to a bill for welding which the shop alleges has not yet paid. The work was repairs to equipment owned by Kinnan.

After hearing from one of the truckers that he had not yet been paid, I contacted as many of the people who worked on the job as I could, with the following results:

E A Clark, trucker from Gearhart, has been paid in full.

Robert Hicks, trucker from Gearhart, was paid in full after he called Kinnan on a regular schedule (collect).

Bud Darling, dba Seacoast Nursery, Seaside, backhoe owner, was paid in full after pointedly reminding Kinnan that they regularly charged 8% interest on all overdue accoults.

Howard Johnson, Seaside, crusher owner, was paid in full after he called Kinnan and threatened to file a claim with the State. He furnished the 3/4-0 crushed rock for the project.

Gene Henderson, backhoe owner of Nehalem, had not been paid any as of Monday March 7, and was considering a claim filing.

Al Buchler, Tillamook trucker, was paid for the work done by him, byt the check bounced, and he is now in the process of trying to straighten that out.

Others who worked on the job could not be contacted. I submit the claim from the welder for such action as you see fit. It may be that a call from the State would bring the payment, but this has not yet been tried by this office.

C H Baker
Res Engr

NOTED

RECEIVED
MAR 14 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Nehalem, Oregon
March 9, 1966

Oregon State Highway Dept
Att: Curtis H. Baker
P.O. Box 4169 - Gillamook, Ore

Dear Sir:

The Kinnan Logging of Camas Valley, Oregon, have not paid us to date, for work done on their equipment on the Neah Kah Nie Highway project. We wish to hereby file a complaint against them and the highway department for the indebted amount ($45.00) as per statements. They have been duly billed 2 times.

Thank you very much for your interest in this matter.

Yours truly
Nehalem Welding + Machine
by Mrs Alonzo P. Wedeles

ARC and GAS

NEHALEM, ORE. ..... 19 ....

M .....

.....

TELEPHONE
RESIDENCE 368-3477
Nehalem Exchange

IN ACCOUNT WITH

NEHALEM WELDING & MACHINE SHOP

ALVIN VEDDER, Proprietor

TERMS: No Discount. SIX PER CENT INTEREST CHARGED WHEN PAST DUE.

Date	Description	Unit Price	Total

RECEIVED
MAR 17 1966
FOR FILING
6693

ED-184 (2)

March 16, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6693 awarded to Kinnan Logging Company for grading the Neahkahnie Mountain Section of the Oregon Coast Highway in Tillamook County was completed on January 27, 1966, and accepted by the Highway Commission on March 15, 1966.

Final payment in the amount of $3,645.78 will be released to the contractor after March 23, 1966. The total contract amount is $73,201.32 including $1,447.96 for work performed under force account.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Kinnan Logging Company
Camas Valley
Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 17 1966
FOR FILING

ER-184(2)
1693

March 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed January 27, 1966, on Contract No. 6691. The contract was with Kinman Logging Company and was for grading on the Neahkahnie Mountain Slide Section of the Oregon Coast Highway in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Neahkahnie Mountain Slide		WEEK ENDING: February 18, 1966
		SECTION PREFIX: 29-1084
HIGHWAY: Oregon Coast		COUNTY: Tillamook
NAME OF JOB: Neahkahnie Mountain Slide	KIND OF WORK: Grading	
CONTRACTOR: Kinnan Logging Co	CONTRACT NUMBER: 6693	FEDERAL AID PROJECT NUMBER: ER-184(2)
DATE OF CONTRACT: Sept 7, 1965	DATE WORK STARTED: Sept 25, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 85,405	SPECIFIED COMPLETION DATE: Jan 31, 1966	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 79,331.76	ENGINEERING AUTHORIZATION $ 6073.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 75,492.93	ENGINEERING COST TO DATE $ 8932.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 0.95 %	PERCENT OF AUTHORIZATION 147 %	DATE PROJECT WAS COMPLETED: Jan 27, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
		Project is complete					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	48,600				
TOTAL QUANTITIES CORRECTED TO DATE	47,790				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	47,790				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	frost, clear			
TUESDAY	frost, clear			
WEDNESDAY	frost, partly coludy			
THURSDAY	frost, fog, clearing			
FRIDAY	partly cloudy			
SATURDAY				

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

A note was received in the mail that the guard rail repair work had been done on Saturday February 12. This note was received on Tuesday, and the rail was inspected the same day. The contractor used a zinc-base paint which appeared to do the job. The painting was very neat, and can hardly be noticed.

That completed the work on the project.

FINAL REPORT

SIGNED C R Baker LOCATION T. Thomas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 1 8 1966
FOREST PARK LIBRARY

STATE COPY

COMMISSIONERS
JOSEPH L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-184(2)
669.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on January 27, 1966, on Contract No. 6693, Neahkahnie Mountain Slide Section, in Tillamook County, in connection with Federal-Aid Project No. ER-184(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KIRKE

Bureau of Public Roads
Oregon Division Office Endorsement Date 2/15/66

Conditions noted on above date:

During the final inspection on February 4, 1966, it was noted that all contract work had been satisfactorily completed with exception of two sections of guardrail that required replacement due to field burning of the intermediate bolt holes. The contract work will be accepted.

RECEIVED
FEB 1 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

Ref'd to Young 2-15-66

RECEIVED
FEB 14 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-181(2)

667

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 9, 1966

RECEIVED
FEB 10 1966
TOM McCALL
SECRETARY OF STATE

Mohler Sand & Gravel Company
Route 1, Box 365-B
Nehalem, Oregon

Attention: K. A. Crowell

Gentlemen:

This is to acknowledge receipt of your claim letter of February 1 addressed to the attention of Mr. C. Baker, Resident Engineer.

You state that Kinnan Engineering Company of Camas Valley owes you for sand in the amount of $127.50 which was used on the Neahkahnie Mountain job. This appears to be in connection with the Kinnan Logging Company, Contract No. 669[illegible], for greding on the Neahkahnie Mountain Slide Section of the Oregon Coast Highway in Tillamook County.

The United Pacific Insurance Company through Mansfield and Company, 2828 S. W. Corbett, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. This contract was approximately 99% complete as of January 14.

We will advise the surety and the agent of the receipt of your claim letter and we will also forward your letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

RECEIVED
FEB 10 1966
OREGON
STATE HIGHWAY COMMISSION

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Mansfield and Company
2828 S. W. Corbett
Portland, Oregon

Kinnan Logging Company
Camas Valley, Oregon

NOTED ON CARD
Jan

Mr. Jackson
Mr. Simpson
Mr. R. D. Asburry

The Hon. Tom McCall ✓
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

File 415C

FILED
FEB 10 1966
TOM McCALL
SECRETARY OF STATE

29-1084

FORM E-80 50M 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 7, 1966

To: Mr. Floyd Query
Secretary
Highway Commission

SUBJECT: Neahkahnie Mountain Slide Section
Oregon Coast Highway
Contract No. 6693

Attached please find letter from Mohler Sand and Gravel Company requesting a claim be filed against the contractor on the subject contract for materials furnished for said contract. Attached please find copy of a letter from the Resident Engineer further explaining this matter.

Will you please take what action you deem necessary in this matter.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am
cc F. D. Morgan

Cec please handle
send copy of your letter to HDH
76

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
FEB 4 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tillamook, Oregon
February 2, 1966

SUBJECT: Claim against prime contractor
Neahkahnie Mountain Slide
Oregon Coast Highway
Contract 6693

To: Mr R D Asburry
Division Engineer
Salem

Attached is a letter from the Mohler Sand and Gravel Co, supplier of the special sand backfill for the project. The 170 cu yds is the amount used on the entire project in the peff pipe backfill.

I think the man is a little hasty, even though it has been nearly 2½ months since the first of the material was obtained. From the truckers on the project, I am told that Kinnan is quite slow in paying, but usually comes through. I talked to one of the truckers last week, and he had just received payment for his work through December.

The last of the sand backfill material was obtained on January 21, 1966.

Please take whatever action is deemed advisable under the circumstandes.

C H Baker

C H Baker
Res Engr

NOTED
R. D. ASBURRY

NOTED
J. G. CANFIELD

RECEIVED
FEB 4 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

MOHLER SAND & GRAVEL CO.
FOSS ROAD
ROUTE 1 BOX 385-B
NEHALEM, OREGON

Feb- 1- 1966

Oregon State Highway;
Mr C- Baker.

Dear Sir;

I would like to file a claim against the Kinman Eng Co of Camas Valley. Ore. for material used on the Neahkahnie Mt job-
170 yd- of rej- sand @ 75¢ - $127.50

Yours truly
K. A. Crowell

RECEIVED
FEB 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 26 1966

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-184(2)

TO 6693 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 24, 1966

In reply refer to: 08-35.DB-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2)
Neahkahnie Mountain Section
Oregon Coast Highway
State Force Orders No. 1 and 2 - Contract No. 6693

Reference is made to your letters dated January 14, 1966 concerning subject orders.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The paving, which was not included under the original contract, cannot be accomplished until next construction season and contract time expires January 31, 1966.

3. The State has trained men and specialized equipment to perform the work most economically.

4. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of each order is returned herewith.

Attachment

REFERRED TO
w/encls.
By Asst. State Hwy. Engr.
1-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon [illegible] of project [illegible] funds [illegible]
[illegible] 1966 [illegible] Division Engineer
U.S. Bureau of Public Roads

Order No. 2

Project Name Neahkahnie Mountain Slide Date December 30, 19 65

Highway Oregon Coast Contract No. 6693 F. A. Project No. ER-184(2)

County Tillamook Prefix 29-1084 Account No. 252-02

Description of Work To Be Done:

Repave reconstructed roadway area after completion of the fill by contract. Work to include incidental stone surfacing as required.

Work to be done by State forces.

Location by Station Numbers:

Throughout the project as required.

Estimate of Quantities and Costs:

Total cost> $2,000.00

Explanation: This is an anticipated item for which $2,000 was set up in the project authorization. Work will be done during the summer of 1966.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 85,405.00
Present estimate of project cost, including $ 2,000.00 for work under this order	$ same
Expected under-run / over-run (amount)	$ none
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Form A-105—6M

APPROVED
Continuation of project ... Initial
G1-P
JAN 7 1966
Title Division Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Neahkahnie Mountain Slide Date December 30, 19 65

Highway Oregon Coast Contract No. 6693 F. A. Project No. ER-184(2)

County Tillamook Prefix 29-1084 Account No. 224-238 -0.1

Description of Work To Be Done:

Seed, fertilize and mulch, as required, the slide area to stabilize the surface in the scarred area and to prevent erosion of the disturbed surface.

Work to be done by State forces.

Location by Station Numbers:

Throughout the project as required.

Estimate of Quantities and Costs:

Total Cost: $500.00

Explanation:

This is an anticipated item for which $500 was set up in the Project Authorization. The work will start when suitable weather is with us, probably late in the spring.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 85,405.00	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 500.00 for work under this order	$ same	
Expected under-run / over-run (amount)	$ none	
Expected under-run / over-run (per cent)	0	

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald W. Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

STATE COPY

Monthly transaction number	PR-2A (1-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-72	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7 12-27-62)	Oregon
Project report number 7 6575		County Clatsop, Lincoln & Tillamook
		Project number BR-18L(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 228,529.

Revised Federal funds $ 114,994.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Loe

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By K. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department — Federal Aid Project No. DR-104(2)

CAPTION FLASH-FLOOD DAMAGE REPAIR SECTIONS OF THE

WILLAMETTE, SUNSET, & OREGON COAST HIGHWAYS IN CLATSOP, LINCOLN, & TILLAMOOK

COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y006
Rocky Cr. Slide (Sta. 1499+42.92 to Sta. 1512.42) (Contract No. 6678)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,100 cu.yd.	0.40	1,640.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	30 cu.yd.	10.00	300.00
Special Backfill in Drains	34 cu.yd.	15.00	510.00
6-inch Metal Perforated Drain Pipe 16 Ga.	240 lin.ft.	4.00	960.00
			$25,010.00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Type Code Y101
Hebo Section (MP 70.80 & MP 81.90) (Contract No. 6699)

Loose Riprap	1,800 cu.yd.	$ 6.00	$10,800.00
			$10,800.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y006
Neahkahnie Mtn. Slide (Sta. 279+00 to Sta. 285+00)(Contract No. 6693)

Rock Embankment in Place	48,600 cu.yd.	$ 1.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Special Backfill in Drains	[illegible] cu. yd.	$ 4.23	$ 946.30
Trencher, Power and Boom Mounted	[illegible] hr.	32.64	6,528.00
Power Shovel with Dragline	[illegible] hr.	20.66	4,132.00
Laborer	[illegible] hr.	5.35	802.50
3/4"-0 Material in Base	[illegible] cu. yd.	6.05	968.00
6-Inch Drain Pipe, Type A Coating	[illegible] lin. ft.	1.32	1,001.30
12-Inch Drain Pipe, Type A Coating	[illegible] lin. ft.	2.65	1,166.00
Guard Rail	[illegible] lin. ft.	4.55	2,047.50
Extra Guard Rail Posts	4 each	12.84	51.36
			$72,915.56
Seeding and Mulching	[illegible]		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		75,915.56
	Engr. & Cont.		7,591.44
	Total		$83,507.00

Type Code 0301
Seventy Foot Slide (Sta. 703+00 to Sta. 70[illegible]25) (Contract No. 6697)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu. yd.	$ 6.00	7,800.00
Special Backfill in Drains	80 cu. yd.	10.00	800.00
Rock Backfill	1,000 cu. yd.	3.50	3,500.00
18-Inch Metal Culvert Pipe	136 lin. ft.	7.00	952.00
8-Inch Perforated Metal Drain Pipe	400 lin. ft.	3.00	1,200.00
Concrete Manholes	1 only	750.00	750.00
			$15,702.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$15,852.00
	Engr. & Cont.		1,585.00
	Total		$17,437.00

Type Code 0701
Flood Repair Temporary and Permanent (MP 24.[illegible] to MP 43.09)(MP 0.00 to MP9.17 = MP 0.00 to MP [illegible].00 = MP 43.31 to 54.[illegible])(MP [illegible].3[illegible] to MP 91.46)(MP 96.20 to MP 97.45)(MP 133.[illegible]3 to MP 141.98)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$28,687.16
State Force Equipment, Labor and Materials	All Required	37,130.94
		$65,818.10
Permanent		
Approved State Force Order No. 1	All Required	$ 9,000.00
	Subtotal	$78,818.10
	Engr. & Cont.	7,880.90
	Total	$86,699.00

Length of Roadway - - - - - - 113.31 miles (Recreational)

SUMMARY OF COSTS

Description	Total Cost	Fed. Funds	State Funds
Rocky Creek Slide (Contract #6678)	$ 28,011.00	$ 18,153.00	$ 10,458.00
Helo (Contract #6699)	12,[illegible]	7,[illegible]	4,483.00
Washington Mtn. (Contract #6693)	[illegible]	[illegible]	30,322.00
Beverly Beach Slide (Contract # 6697)	17,[illegible]	11,064.00	6,373.00
Temporary & Permanent Repairs	[illegible]	[illegible]	31,689.00
	$[illegible]	$144,994.00	$ 83,325.00

State Funds for Const.: Chap. 175, Laws 19[illegible]
Chap. [illegible], Laws 19[illegible]
Chap. 5[illegible], Laws 19[illegible].
State Funds for Maint.: Chap. 5[illegible], Laws 19[illegible].

Prefixes:

21-1080	4-4509	21-4[illegible]	29-4[illegible]3	29-4415
21-1081	4-4407	29-4[illegible]	29-4[illegible]3	29-4515
29-1083	4-4507	29-4[illegible]	29-4[illegible]4	
29-1084	4-4409	29-4[illegible]	29-4[illegible]4	
	21-4419			

The State Force equipment, labor & materials do not agree with the Phase I Report due to unforeseen costs to the project. The D.P.S. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 196[illegible].

ROCKY CREEK SLUICE NO. 1

STATE WORK

Embankment Construction	4,000 cu.yd.	$0.25	$1,000.00
		Total	$1,000.00

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

[illegible]

[illegible]
District Engineer
[illegible]
[illegible]
[illegible]
[illegible]

Dear Sir:

[illegible] project agreement for the Highway Federal-Aid Projects:

S-12(1) ——— [illegible] line section
S-192(1) ——— [illegible] section

The following tabulation is the [illegible] of funds shifted from the project to another to keep [illegible].

Project [illegible]

Location	Action	[illegible]	[illegible]	New Total
[illegible]-192(1)	P.A.	[illegible]	[illegible]	[illegible]
[illegible]-114(1)	P.S. & E.	[illegible]	[illegible]	[illegible]
[illegible]-114(2)	P.S. & E.	[illegible]	[illegible]	[illegible]
		[illegible]	[illegible]	[illegible]

[illegible]

[illegible]-12(2)	P.A.	[illegible]	[illegible]	[illegible]

Very truly yours,

[illegible]
[illegible] Engineer

A.

[illegible]
[illegible]

Oregon State Highway Department

Federal-Aid
Project No. ER-184(2)

CAMAS SLOUGH-WASHOUGAL AND VARIOUS SECTIONS OF THE

COLUMBIA RIVER HIGHWAY

IN CLATSOP, LINCOLN AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 4, 1965

Type Code Y10h
Ivory Cr. Slide (Sta. RP 499+42.92 to Sta. [illegible])

Excavation, Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	4.00	144.00
Special Backfill in Drains	34 cu.yd.	10.00	340.00
6-inch Metal Perforated Drain Pipe, 18 Ga.	240 lin.ft.	3.00	720.00
			$ 22,704.00
Flagging (57½ of Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding and Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		$ 23,704.00
	10% Engr. & Cont.		2,370.00
	Total		$ 26,074.00

Type Code Y101
Road Section (MP 70.80 and MP 81.90)

Loose Riprap	1,800 cu.yd.	$ 5.00	$ 9,000.00
			$ 9,000.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$ 9,350.00
	10% Engr. & Cont.		935.00
	Total		$ 10,285.00

Length of Project - - - 0.00 Mile

Town of Wye
Between Rock Slide (Sta. 270+00) to Mile Post

Rock Embankment in Place	48,500 cu.yd.	$ 1.75	$ 85,050.00
Trench Excavation	100 cu.yd.	4.00	640.00
Special Backfill in Drains	200 cu.yd.	9.00	1,800.00
Tractor, Dozer and Power winch	200 hour	30.00	6,000.00
Power Shovel with Dragline	150 hour	25.00	3,750.00
Laborer	150 hour	6.00	900.00
3/4" - 0 Material in Base	160 cu.yd.	6.00	960.00
8-inch Drain Pipe, Type A Coating	550 Lin.ft.	2.75	1,512.50
12-inch Drain Pipe, Type A Coating	440 Lin.ft.	4.00	1,760.00
Guard Rail	450 Lin.ft.	3.50	1,575.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$103,987.50
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		$106,987.50
	10% Engr. & Cont.		10,698.50
	Total		$117,686.00

Length of Contract - - - 0.00 Mile

Town (Sta 100)
Low fly ash Slide (Sta. 703+00 to Sta. 70 +20)

Clearing and Grubbing	All required		$ 300.00
Trench Excavation	1,300 cu.yd.	$ 4.50	5,850.00
Special Backfill in Drains	80 cu.yd.	9.00	720.00
Rock Backfill	1,000 cu.yd.	3.00	3,000.00
18-inch Metal Culvert Pipe	136 Lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 Lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	500.00	500.00
			$ 12,522.00
Flagging (57½% of Contractor's Cost)	All required		$ 150.00
	Subtotal		$ 12,672.00
	10% Engr. & Cont.		1,267.00
	Total		$ 13,939.00

Length of Contract - - - 0.00 Mile

SUMMARY OF BILL

Description	Total Cost	Federal Funds	State Funds
Rock Creek Slide	$ 46,074.00	$ 1[illegible],143.00	$ 9,531.00
Nebo	10,285.00	6,525.00	3,760.00
Neahkahnie Mtn.	117,086.00	74,071.00	43,015.00
Beverly Beach Slide	13,939.00	8,844.00	5,095.00
Subtotal	$187,984.00	$[illegible],583.00	$61,401.00
Retained in Authorized Final Cost:			
Temporary and permanent work not covered above	$ 65,818.00	$ 42,761.00	$24,057.00
Total	$233,802.00	$148,344.00	$85,458.00

ROCKY CREEK SLOUGH

STATE W. K.

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
SEP 29 1965
FOR 9V84G

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.
ER-184(2)

FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-21-65

STATE: Oregon

COUNTY: Clatsop

PROJECT NO.: ER-184(2)

6693

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cannon Beach-Neskowin and Kernville-Newport Sections.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-65	0.00
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 151,720.00	$ 96,266.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd F. Shaw

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

6693

Form CD-121 (1-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon 97

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 15, 1965

In reply refer to: 08-35-00

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2)
Cannon Beach - Neskowin and Kernville - Newport Sections
Oregon Coast, Sunset and Necanicum Highways
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 113.31 (intermittent) miles of roadway at a total estimated negotiated contract amount of $31,555.00 and State force account work amount of $40,844.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $45,937.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on August 3, 1965. We concurred in the contract awards for Rocky Cr. Slide, Beverly Beach Slide, Neakahnie Mtn. Slide and Hebo Sections on August 8, September 7, and September 8, 1965 respectively.

Enclosure

REFERRED TO [illegible] Wilcox.
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

(Estimate as a basis for project agreement. [illegible] details of temporary & permanent repair by State forces and negotiated agreements rental.)

Salem, Oregon, December 9, 19[illegible]

Zone Code Y001
[illegible] (Sta. 2+493+42.07 to Sta. 1+32+031) (Contract No. 6674) ER-184(2)

Excavation, Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,300 cu.yd.	0.40	1,[illegible].00
Rock Embankment	6,[illegible]00 cu.yd.	2.50	16,[illegible].00
Trench Excavation	[illegible] cu.yd.	10.00	[illegible]
Special Backfill in Drains	[illegible] cu.yd.	10.00	[illegible]
6-Inch Metal Perforated Drain Pipe 16 Ga.	240 lin.ft.	4.00	960.00
			$25,[illegible].00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Zone Code Y101
[illegible] (MP 70.80 to MP 81.00) (Contract No. 6699) ER-184(2)

Loose Riprap	1,300 cu.yd.	$ 6.00	$10,[illegible].00
			$10,300.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Zone Code Y004
[illegible] Co. Cl'ds (Sta. 278+00 to Sta. 285+00) (Contract No. 6693) ER-184(2)

Rock Embankment in Place	48,600 cu.yd.	$ 2.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Special Backfill in Drains	200 cu.yd.	$ 4.00	
Tractor, Boxer and Power Winch	1 mo.	400.00	
Power Shovel with Dragline	1 mo.	400.00	
Subtotal			
2 1/4"-0 Material in Base	1,000 cu.yd.	3.50	
8-Inch Perforated Metal Pipe, Type A Coating	200 lin.ft.	3.00	
12-Inch Perforated Metal Pipe, Type A Coating	600 lin.ft.	4.00	
Guard Rail	400 lin.ft.	1.50	
Type Guard Rail Posts	4 only	12.50	
			$75,[illegible]
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (5?% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
		Subtotal	75,915.00
		Engr. & Cont.	7,591.44
		Total	$83,507.00

Item Code 6001
Roseburg-Tenmile Slide (Sta. 703+00 to Sta. 721+00) (Contract No. 6407)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu.yd.	$ 6.00	7,800.00
Special Backfill in Drains	30 cu.yd.	10.00	300.00
Rock Backfill	1,000 cu.yd.	3.50	3,500.00
10-Inch Metal Culvert Pipe	130 lin.ft.	7.00	910.00
8-Inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	750.00	750.00
			$15,760.00
Flagging (5?% of Contractor's Cost)	All Required		$ 120.00
		Subtotal	$15,880.00
		Engr. & Cont.	1,587.00
		Total	$17,467.00

Item Code 6701
Plant Mulch Temporary and Permanent (MP 24.00 to MP 43.09)(MP 0.00 to MP 9.37 & MP 0.00 to MP 21.00 & MP 48.31 to 54.95)(MP 80.37 to MP 91.40)(MP 96.30 to MP 97.45) (MP 130.72 to MP 141.98)
Summary

Negotiated Equipment, Labor and Materials	All Required	$28,087.10
State Force Equipment, Labor and Materials	All Required	37,130.94
		$65,218.10
Permanent		
Approved State Force Order No. 1	All Required	$ 9,000.00
	Subtotal	$74,218.10
	Engr. & Cont.	7,[illegible].00
	Total	$83,000.00

[illegible] Highway Department -2-

Length of Roadway - - - - - - - 11[illegible]

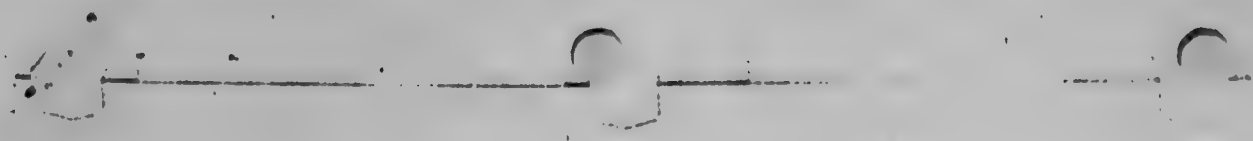
Location	[illegible]	[illegible]	[illegible]
[illegible]ooky Creek Slide (Contract [illegible]076)	$ 8,[illegible]11.00	$ 11,133.00	$ 10,[illegible]
Hale (Contract [illegible]669)	12,[illegible]5.00	7,[illegible].00	4,[illegible]
Washington Hgt. (Contract [illegible]603)	60,307.00	52,905.00	38,[illegible]
Beverly Beach Slide (Contract # 4607)	17,437.00	11,064.00	4,[illegible]
Temporary & Permanent Repairs	84,699.00	55,010.00	31,[illegible]
	$278,519.00	$144,994.00	$ 88,[illegible]

State Funds for Const.: Chap. 174, Laws 1917;
Chap. 31, Laws 1920;
Chap. 517, Laws 1931.
State Funds for Maint.: Chap. 370, Laws 1933.

Profiles. 21-1080, 21-1081, 29-1083, 29-1084, 4-4406, 4-4407, 4-4407, 4-4409, 21-4410, 21-4519, 29-4511, 29-4512, 29-4513, 29-4514, 29-4413, 29-4713, 29-4414, 29-4415, 29-4515

The State Force equipment, labor & materials do not agree with the Phase 1 report due to unforeseen costs to the project. The D.M.E. office charges are not included in this estimate. No dead charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.1 which was disapproved by project approval letter dated July 26, 1945.



ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
NOV 19 1965

Form 2-45-dk (1-... ER-184(2)

6693

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

...VED
Contingent u... ...odification of project agreem... ...ional funds are req...
Date OCT 21 1965 WE Martin
Title Div. Engineer
U.S. Bureau of Public Roads

Project Name Neahkahnie Mountain Slide Date October 22, 1965

Highway Oregon Coast Contract No. 6693

County Tillamook Prefix 29-1084

Contractor Kinnan Logging Co. F. A. Project No. ER-184(2)

Address Camas Valley, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Reimburse contractor for the cost of labor over and above normal labor costs which will be incurred because of working over 8 hours per day and/or 40 hours per week as requested by the State. Applicable only to Bid Items 4, 5 and 6 and Price Agreements 1 and 2.

Location by station numbers:

Throughout the project as required.

Estimate of quantities and cost:

Labor (including payroll additives)	$440.00
Contractor's allowance	60.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The State requests that the contractor work long shifts and extra days to expedite the work and minimize the length of time the toe of the slide is exposed and therefore more susceptible to sliding. The overtime to be worked only until the toe trench is being excavated and backfilled to present ground elevation. Work is expected to begin October 26 under verbal approval as of Oct. 22.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 85,405
Present estimate of project cost, including $ 500 for work under this order	$ 85,405
Expected under-run / over-run amount	$ –
Expected under-run / over-run per cent	–

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved /s/ L. H. Young, ~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer and~~ Office Engineer.

State Printing

RECEIVED
OCT 20 1965

FILING
ER-184(2)
6693

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are G4-P.d.
Date OCT 7 1965
Title Engr. Coordinator
U.S. Bureau of Public Roads

Project Name Neahkahnie Mountain Slide Date Oct. 7, 1965

Highway Oregon Coast Contract No. 6693

County Tillamook Prefix 29-1084

Contractor Kinnan Logging Co. F. A. Project No. ER-184(2)

Address Camas Valley, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State share of flagging.

Location by station numbers:

Throughout the project as required.

Estimate of quantities and cost:

Lump sum estimated: $ 500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An anticipated item for which $500 was set up in the project authorization.

Work is expected to begin about October 15.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 85,405.00	
Present estimate of project cost, including $ 500.00 for work under this order	$ 85,405.00	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. H. Baker
Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
SEP 20 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 300-10)

UNITED STATES GOVERNMENT

Memorandum

ER 184(2)

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER 184(2)
Neahkahnie Mountain Slide Section

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 7, 1965 in the award of contract No. 6693 to Kinnan Logging Co., of Camas Valley, Oregon, low bidder in the amount of $72,915.56 at the August 31, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65

NOTED
F. B. KLABOE

RECEIVED
SEP 21 1965
OFFICE OF
ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1965
FOR FILING

ER-184(2)

6693

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the Heahkahnie Mtn. Slide Section, Project No. ER-184(2).

The contractor receiving the award is Kinnan Logging Co. of Camas Valley in the amount of $72,915.56 with the Contract No. 6693 assigned. This bid was received on August 31, 1965 and awarded September 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM-20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

FORM 6-123

RECEIVED
SEP 8 1965
FOR FILING

COMMISSIONERS
GLENN D. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

EK-124(2)

6693

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 8, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Kinnan Logging Co.
Camas Valley,
Oregon 97416

Gentlemen:

The State Highway Commission on September 7, 1965 awarded to you State Highway Contract No. 6693 for the following project:

Grading on Neahkahnie Mountain Slide Section of Oregon Coast Highway in Tillamook County.

This award was based on your bid of $72,915.56 which was submitted to the Commission on August 31, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb

cc: Frank Morgan
L. H. Young
R. G. Savage (.I.C)

RECEIVED
AUG 16 1965
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-184(2)
6693

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 9, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By:
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-184(2)
Neahkahnie Mountain Slide
Grading

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 28 and August 5, 1965 reports.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.
8-13-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

329-1708 Garibaldi (Driftwood Ave.) 1965
Sec. City Street
#6694 (Grading & Paving)

NH 2865

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 22, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1965

Contract # 6694 Prefix 329-1708 Survey Prefix 329-1430

Street Driftwood Avenue

City Garibaldi

Payments to Contractor ....(see attached voucher).....	$ 12,057.68
Engineering and Contingencies.....	1,715.96
Survey....(Total = $1,365.57)..City's pro rata share..	—
TOTAL.....	$ 13,773.64
Agreed State Share	$ 13,773.64
Agreed City Share	$ —
City Advance Deposit	$ —

Reference: Outside Billing none

RU:mm

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV. 6 63)

COUNTY: TILL[illegible]OOK

CONTRACT NO.: 6694

ESTIMATE NO.: 2F

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: SANDWOLDT /DRIFT WOOD AVE/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DA
001	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	4.2000	268.
002	FINISHING ROADWAY AND	SHOULDERS	LUMP SUM	800.0000	1.
003	TRENCH EXCAVATION		CU YDS	5.0000	90.
004	[illegible]ATTINGS		M-GALS	8.0000	
005	3/4-0 MATERIAL IN BASE		CU YDS	5.1000	271.
007	STONE RACK		CU YDS	4.7000	437.
008	CLASS B ASPHALT	CONCRETE	TONS	11.0000	334.
009	12-INCH CULVERT PIPE		LIN FT	4.0000	192.
010	18-INCH CULVERT PIPE		LIN FT	5.0000	75.
011	CONCRETE INLET TYPE D		EACH	60.0000	1.
012	ADJUSTING MANHOLES		EACH	100.0000	1.
013	EXTRA FOR A C CURB	ADJACENT	LIN FT	70.0000	5.
	FORCE ACCOUNT ITEMS				
001	FLAGGING				

DATE: [illegible]

VOUCHER NO.: [illegible]

[illegible] BY: [illegible]

TOTAL CONTRACT ITEM[illegible]

% RETAINED ON CONTRACT ITEM

FORCE ACCOUNT

TOTAL PAYMENT

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	6394	2 Final	329-1708-204 (41) 676.04 Dr.
	FEDERAL AID PROJECT NO.		

T 0050 A7E/

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
CU YDS	4.1000	253.00	1,074.40	1,074.40	
LUMP SUM	[illegible]	1.000	[illegible]	900.00	
CU YDS	5.0000	[illegible]	[illegible]	452.20	
GALS	0.0030	[illegible]	[illegible]	6.90	
CU YDS	5.1000	[illegible]	[illegible]	1,300.50	
CU YDS	1.7000	[illegible]	[illegible]	2,006.00	
TONS	11.0000	[illegible]	[illegible]	3,774.23	
LIN FT	[illegible]	[illegible]	[illegible]	[illegible]	
LIN FT	3.000	7.000	[illegible]	645.00	
LUMP	[illegible]	1.000	[illegible]	[illegible]	
LUMP	[illegible]	1.000	[illegible]	100.00	
LUMP	[illegible]	[illegible]	[illegible]	[illegible]	

TOTAL CONTRACT ITEMS	[illegible]	[illegible]	
% RETAINED ON CONTRACT ITEMS		[illegible]	[illegible]
FORCE ACCOUNT	[illegible]	[illegible]	
TOTAL PAYMENTS	[illegible]	[illegible]	[illegible]

(2) 14-2-15

RECEIVED
JAN 3 - 1966
FOR FILING
329-1708
6694

January 3, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6694 awarded to Frady and Nickoloff for grading and paving on Driftwood Avenue in Garibaldi in Tillamook County was completed on October 31, 1965, and accepted by the Highway Commission on December 30, 1965.

Final payment in the amount of $676.04 will be released to the contractor after January 10, 1966. The total contract amount is $12,057.68 including $9.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm

cc Great American Insurance Company
Pacific N. W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Frady and Nickoloff
1437 S. E. 40th
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1965
FOR FILING
329-1708
6694

December 31, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 31, 1965 on Contract No. 669%. The contract was with Frady & Miskoloff Construction Company and was for grading and paving on Driftwood Avenue in the City of Garibaldi in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 30, 1965 and that you concur in this procedure at the Commission meeting on January 25, 1966.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

mc

bc Floyd Query
R. L. Porter
F. B..Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

RECEIVED
DEC 27 1965
FOR FILING

Contract #6694

CITY OF GARIBALDI
GARIBALDI, OREGON

Dec.16 1965

6614

Mr. Curtis Baker
Box 169
Tillamook, Oregon

Dear Mr. Baker:

At the regular monthly meeting of the Garibaldi City Council , Dec.15 1965, the Council agreed to accept Driftwood Avenue as completed.

Sincerely,
J.R. Tucker
J.R.Tucker
Recorder

CC: Construction
Office Engr.
County & City
Secty.

NOTED
FLOYD QUERY

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Garibaldi (Driftwood Ave)		WEEK ENDING: November 12, 1965
		SECTION PREFIX: 329-1708
HIGHWAY: City Street		COUNTY: Tillamook
NAME OF JOB: Garibaldi (Driftwood Ave)	KIND OF WORK: Grading & paving	
CONTRACTOR: Frady & Nickoloff Constr Co	CONTRACT NUMBER: 6694	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept 7, 1965	DATE WORK STARTED: Oct 8, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1965	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 15,323.40		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 14,233.74	ENGINEERING AUTHORIZATION $ 1089.66	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 12,057.58	ENGINEERING COST TO DATE $ 1468.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 11.1	PERCENT OF AUTHORIZATION: 134.8 %	DATE PROJECT WAS COMPLETED: October 31, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
Project	completed						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.11	0.11			~~0.11~~
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.11	0.11			0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	450	770			310
TOTAL QUANTITIES CORRECTED TO DATE	268.6	698			~~334~~
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	268.6	698			~~334~~
AVERAGE DAILY QUANTITIES this week	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	project completed				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV
CONSTRUCTION
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work
MONDAY Nov 8	The foreman removed the project identification signs, and the City Street Supt picked up the reject pipe which had been given to him by the contractor. 2 men in the office, started the semifinal estimate.
TUESDAY Nov 9	The third notice submitted. 2 men in the office, completed the semifinal estimate.
WEDNESDAY Nov 10	Semifinal estimate delivered to the Salem office by the transitman.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The last of the cleanup was done on the project and the third notice submitted.

The semifinal estimate was completed and delivered to Division office.

FINAL REPORT

SIGNED C H Baker LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

EP"7218

RECEIVED
SEP 9 - 1965
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

324-1708

6694

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 8, 1965

Brady & Nickoloff Construction Co.
1437 S.E. 40th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965 awarded to you State Highway Contract No. 6694 for the following project:

Grading and paving on Garibaldi (Driftwood Avenue) Section in Tillamook County.

This award was based on your bid of $13,520.80 which was submitted to the Commission on August 31, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb

cc: Frank Morgan
L. H. Young
R. G. Savage (SLAC)

August 31, 1965

Mr. Arthur L. Phares
City Recorder
City Hall
Garibaldi, Oregon

NOTED
P. B. Announcier

Dear Mr. Phares:

On August 31, the State Highway Commission opened bids on the Special City Allotment Project on Driftwood Avenue. The low bid was submitted by Frady and Nickoloff Construction Company of Portland and the anticipated cost based on the bid is as follows:

Contractor's bid	$13,520.80
Anticipated additional items	100.00
subtotal	13,620.80
Engineering and contingencies (12½%)	1,702.60
TOTAL ANTICIPATED COST	$15,323.40

We anticipate that this contract will be awarded in the very near future.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

RU:eb

RECEIVED
AUG 27 1965
FOR FILING
329-1708
6694

MISC. CONTRACTS and AGREEMENTS No. 2865

August 13, 1965

Mr. Arthur L. Phares
City Recorder
City of Garibaldi
Garibaldi, Oregon

Dear Sir:

We are enclosing for your records and files a fully executed copy of a finance-construction agreement between the State Highway Commission and the City of Garibaldi covering Driftwood Avenue, 1st Street to Oregon Coast Highway Section in Garibaldi.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

8-9-65

RESOLUTION NO. 1

WHEREAS, THE STATE OF OREGON, acting by and through its State Highway Commission, has caused to be prepared and submitted to the CITY OF GARIBALDI an agreement providing for the improvement of Driftwood Avenue, 1st Street to Oregon Coast Highway

within the said City, by the terms of which agreement the State is to pay the costs not to exceed $20,000 and the City is to pay all costs in excess of $20,000 as its share of the total cost of such improvement; and

WHEREAS, said agreement as submitted has been read in full to the Council of said City and approved as submitted;

NOW, THEREFORE, BE IT RESOLVED by the City of Garibaldi that the Mayor and Recorder are hereby directed and authorized to execute said agreement on behalf of said City.

The foregoing resolution was duly adopted by the Council of the City of Garibaldi on the 9th day of August, 1965.

R. C. Emmett
Mayor

ATTEST:

Arthur L. Flores
Recorder

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section DRIFTWOOD AVENUE Highway GARIBALDI CITY STREET County TILLAMOOK Prefix

Res. Engr. C. Baker Approx. Length Miles. Sta. to Sta. Date 6-23-65

Truck A.D.T. *10 Traffic Coefficient 6.2 18 kip s.a. per day 7.0.

Annual Precipitation 89"± Frost Penetration - - - - - - - .

(1)
Typical Soil

21	LL
	PI
	%P 10
9	%P200
66	%Gravel
10	%C Sand
15	%F Sand
6	%Silt
3	%Clay
60	"R" Value (Corrected)

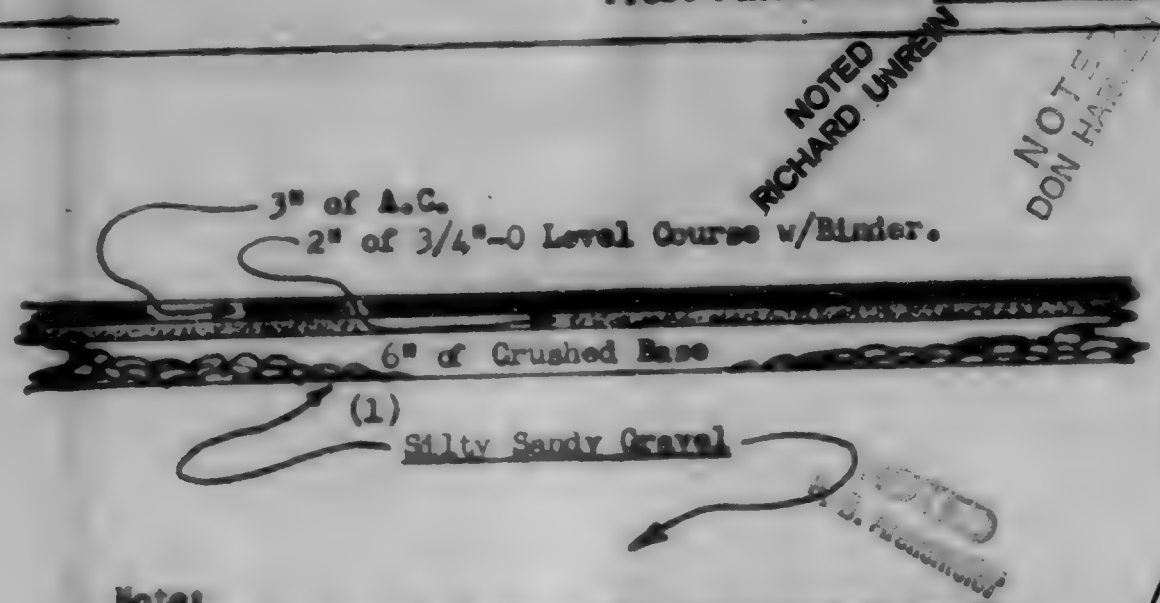
7-23-65

AASHO CLASSIFICATION:

A-1-a

MATERIAL SOURCES:

To be determined by the Engineer.



Note:
The material shown as the Typical Soil would generally meet the requirements for Stone Subbase, but the top 2"± has been "set up" with a clay binder, which does not reflect in the test.

	CBR Total Req.	Credit	Actual Thick.	
		6	3	A.C.
		2	2	Level
		6	6	Cr. Base
	14	14	*11	

*Minimum Actual Thickness for Traffic Classification.

NOTED
RICHARD UNRUH

NOTED
DON HARRIS

NOTED
R.H. PRATICE

RECEIVED
JUL 7 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

Submitted by J.W. Yarbrough
Staff Assistant

Recommended by R.A. Watson
Engineer of Materials

Recommended by D.H. Stevenson
Construction Engineer

Approved by T.H. Klatte
Asst. State Highway Engineer

cc:
KUHN.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

SECTION: DRIFTWOOD AVENUE

HIGHWAY: CITY OF GARIBALDI

COUNTY: TILLAMOOK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 300 (Total)

B. Future ADT 500 (Total)

C. Mean ADT 400 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 5 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{E}$ = 2.5% x (C) 400 = 10

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 10 x (H) 100% = 10

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 6.2

SECTION: DRIFTWOOD AVENUE

HIGHWAY: CITY OF GARIBALDI

COUNTY: TILLAMOOK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. **Traffic Classification:** See attached sheet
2. **Soils Characteristics:** See design chart attached
3. **Weather:** See design chart attached
4. **Performance of Similar Pavements in Area:** Good X Fair _____ Poor _____
   Remarks: _____
5. **Cost Comparisons:** None made

Secondary Factors Governing Selection

6. **Adjacent Existing Pavements:** A.C. or Oil
7. **Stage Construction:** Not applicable
8. **Depressed, Surface, or Elevated Design:** Surface
9. **Conservation of Aggregates:** See remarks
10. **Stimulation of Competition:** See remarks
11. **Construction Consideration:** See remarks
12. **Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry:** City requested Asphaltic Concrete
13. **Traffic Safety:** See remarks
14. **Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes:** Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section with no P.C.C. Pavement in the immediate vicinity. See item 12.

4-2-65

Prefix No. 329-1430

329-1708

6694

LOCATION PROSPECTUS
SECOND STREET-OREGON COAST HIGHWAY SECTION
DRIFTWOOD AVENUE, CITY OF GARIBALDI
TILLAMOOK COUNTY

STREET: Driftwood Avenue, city of Garibaldi. Not on State or Federal Highway system.

TERMINI: The westerly end of the project is at the intersection with Second Street and the easterly end is at the intersection with the Oregon Coast Highway.

LENGTH: 0.15 mile, 2-1/2 city blocks.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, drainage and paving on existing alignment or right of way. Reconnaissance is not necessary. Soils investigation of existing street surfacing will be needed. It is planned to utilize existing surfacing and raise grade with new material. There are no special drainage problems. The survey need not be tied to the Lambert Grid System. This project is to be constructed with 1965 Special City Allotment Funds.

STANDARDS: Comparable to a Class "D".

TYPICAL SECTION: Two lane (11-foot) with 4-foot paved shoulders and no curbs.

BRIDGES: None.

ACCESS: City control.

BASE: Tentative design for construction:

Paving	3" A.C.
Top Course Base	2" Leveling
Bottom Course Base	10" Coarse Base
Total Depth	15"

MATERIAL: There are no known city or State-controlled sources in the vicinity. A small commercial paving plant and a small commercial rock plant are located in the Tillamook area.

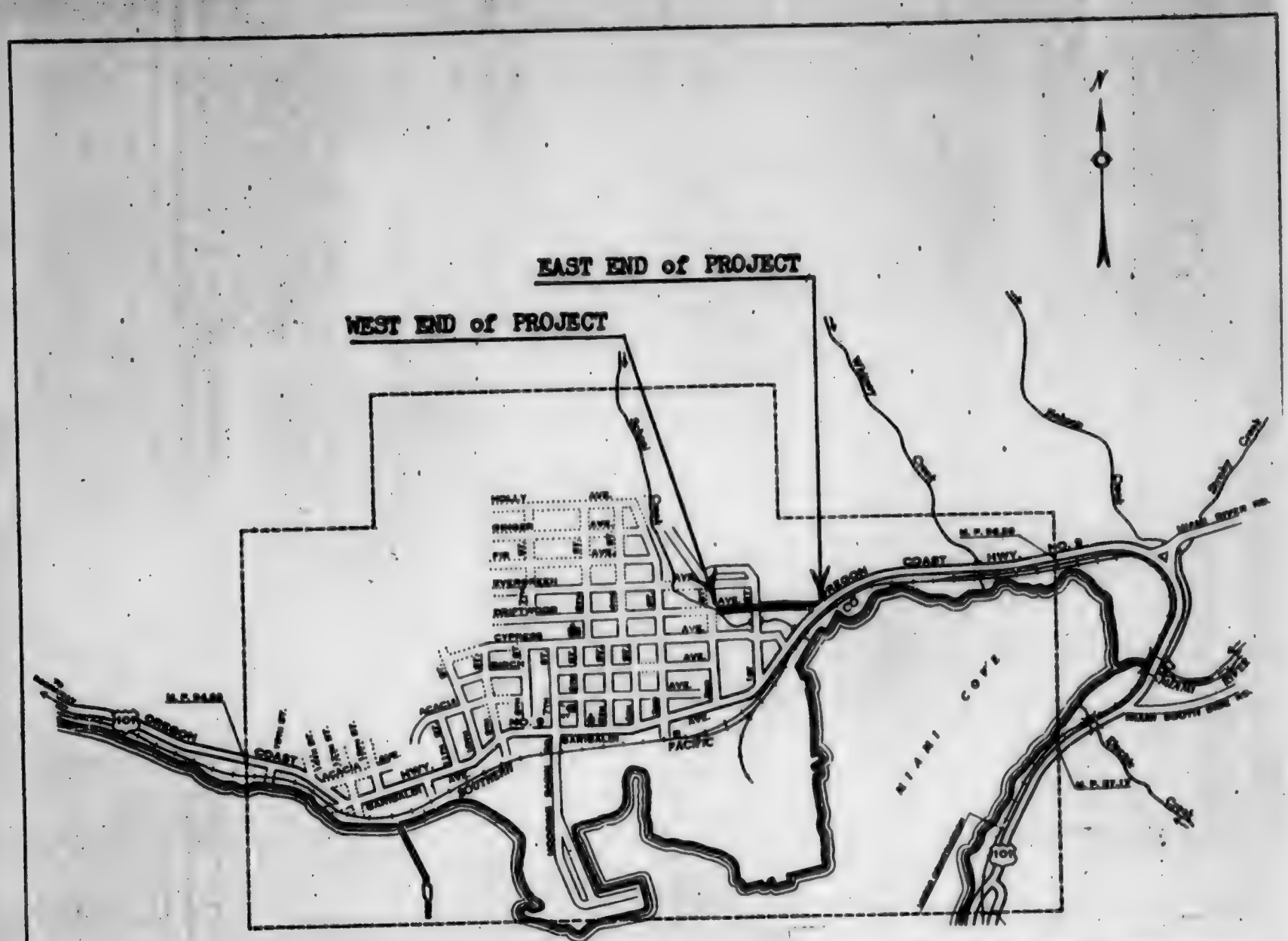
PARKS: None affected.

NOTED
JOM EDWARDS

AGREEMENTS: Routine Special City Allotment Project agreement.

April 2, 1965
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
APR 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER



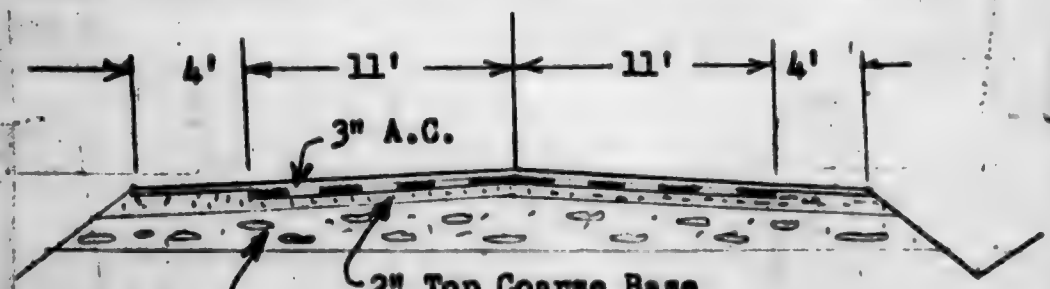
Oregon State Highway Department

PROSPECTUS MAP

SECOND ST.- OREGON COAST HWY. section of DRIFTWOOD AVENUE

City Street in City of GARIBALDI

March, 1965



TYPICAL SECTION

GARIBALDI

TILLAMOOK COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

CITY OF GARIBALDI
GARIBALDI, OREGON

December 15, 1964

NOTED
H. S. COX

NOTED
R. H. PRANCE

NOTED
R. M. ALLISON

NOTED
P. B. Arensmeier

State of Oregon
Department of Highways
R M Allison
Field Engineer
Salem, Oregon

Dear Mr Allison:

With reference to the Common Council Meeting of December 14, 1964 and the telephone conversation with you on Tues. A M December 15, 1964, the City of Garibaldi voted and passed on the subject of the City's Share on the Driftwood Ave. improvement project in the City of Garibaldi, Oregon.

We are sorry this hasn't been answered sooner but we had to wait for the meeting on the 2nd Monday of December so our councilmen could be present.

Thanking you, I am

Very Truly Yours,
Arthur L Phares
Arthur L Phares, City Recorder

alp/

RECEIVED
DEC 16 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

December 1, 1964

NOTED
DON HARWELL

Mr. Arthur L. Phares
City Recorder
City Hall
Garibaldi, Oregon

NOTED
R. H. PRANGE

Dear Sir:

It is planned to submit your request for improvement of Driftwood Avenue to the State Highway Commission for consideration.

The estimated cost of this project is $23,000 of which the city's share will be $3,000.

If you wish to proceed with this project, please inform this office as to the city's ability and willingness to pay its share of the estimated cost.

Prompt attention to this matter will be appreciated.

Very truly yours,

H. S. Cox
County and City Engineer

by

R. M. Allison
Field Engineer

RMA:eb

NOTED
R. JONES

3-9-64

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of **Garibaldi, Oregon** is an incorporated city of the State of Oregon and has a population of **1163** as given by the latest official census; and

WHEREAS, the following streets of said city, **(Garibaldi, Oregon) Driftwood from the Intersection of Hwy 101 and Driftwood (East end of City) to Intersection of Driftwood and 1st Street, including a small portion on 1st Street South from the intersection.**

RECEIVED
MAR 12 1964
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

(cc-50, 1959 Rev.)

4. That the City of Garibaldi, Oregon does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate William D Foute, Sup't. as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 9th day of March, 1964.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

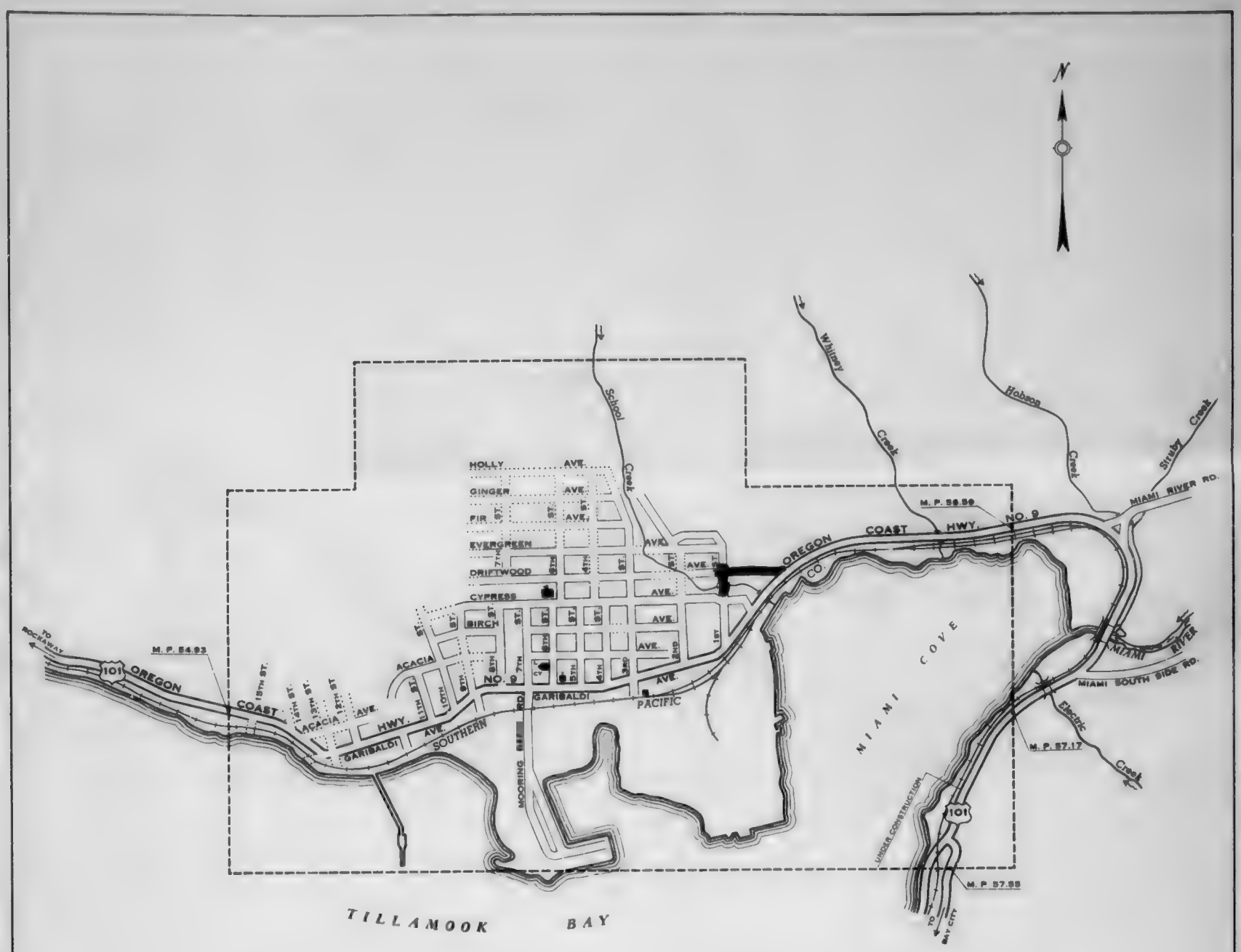
- - - - - - - - - - - - - - - - - - -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Garibaldi, Ore. at a regular or special meeting of said Council, held on the 9th day of March, 1964, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 9th day of March, 1964

Arthur L. Phares
City Recorder

(cc-50, 1959 Rev.)



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT – Court House
- A – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

GARIBALDI

TILLAMOOK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,163

Scale in Feet

0 200 400 600

July 1, 1961

PROJECT DATA, CITY OF Garibaldi, Oregon Date 3-9-64

To be financed by Special City Allotment Fund (State Hwy Dept.)

Street name Driftwood Ave. and 1st Street
(Locate project on attached map.)

Project length 800 ft.

Desired width: 42 feet
(Four lanes, parallel parking both sides = minimum 64'
Four lanes, parallel parking one side = minimum 58'
Two lanes, parallel parking both sides = minimum 42'
Two lanes, parallel parking one side = minimum 36')

RECEIVED
MAR 12 1964
COUNTY ENGINEER
COUNTY & CITY DIVISION

Surface now in place: Oil____ Paving____ Gravel X

Present surface width: _____feet

RIGHT-OF-WAY -

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes____ No X

Will City provide required right-of-way? Yes X No____

Additional right-of-way to be acquired as part of project? Yes____ No X

State to furnish right-of-way descriptions? Yes____ No X

Give width of intersecting streets: 60 ft.

Are intersecting streets curbed? Yes____ No X

Remarks

CONCRETE CURBS -

Now in place? Yes____ No X

Width between present curbs: _____feet

City to construct curbs? Yes____ No X

To be constructed as part of project? Yes____ No X

Length of desired radius on curb returns: _____feet

Does City desire special type of curbs? Yes____ No X

Explain: City does not plan to place curbs in this above mentioned area as it does not seem to be necessary.

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No X

Are sidewalks to be constructed on both sides of street? Yes___ No X

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No X

Is utility strip required? Yes___ No X; Width: _____feet

Remarks No sidewalks to be installed in area, city has utility strip.

STORM SEWERS -

Now in place? Yes X No X (There are two drains installed but were so completed several years prior to opening of this st.)

If yes, are they adequate for increased flow? Yes___ No X

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes___ No X

To be constructed as part of project? Yes___ No X

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X ✓ No___ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 2½ feet

Remarks (This could be readjusted by the City at the time project should begin)

WATER MAINS -

Now in place? Yes X No___

If yes, how deep from present surface? 3' feet

To be adjusted by City? Yes Yes No___

To be adjusted as part of project? Yes___ No X

Remarks_____

_____

DRIVEWAYS -

To be constructed as part of project? Yes X No___

Asphaltic concrete? Yes X No___

Portland cement? Yes___ No X

How many? 4

Must driveways be Portland Cement to comply with City code? Yes___ No X

Is there a City ordinance specifying width and number of driveways permitted?
Yes___ No X (If yes, please include copy of ordinance.)

Remarks_____

_____

FRANCHISED UTILITIES (City is to arrange for any required adjustment.) - - -

Gas lines? Yes___ No X

Electric poles? Yes X No___

Which company? P U D
(NOTE: If City-owned, City to adjust.)

Telephone poles? Yes___ No X

Which company?_____

Railroad tracks? Yes___ No X

Which company?_____

Is crossing presently protected
by automatic railroad signals? Yes___ No X

Remarks_____

_____

WORK TO BE DONE BY CITY AS PART OF PROJECT - - - - - - - - - - - - - - - - - -

Grading? Yes X No____

Clearing? Yes X No____

Base rock? Yes X No____

Concrete curbs? Yes____ No X

Driveways? Yes____ No X

Remarks (Curbs will not be installed in this area)

GENERAL INFORMATION -

Are City finances available? Yes____ No X

When available? Date July 1965

If project is being designed by State for City construction, all costs must be borne by City. This includes survey, location, preparation of project for specifications, etc. If construction engineering is performed by State, this cost also shall be borne by City.

Has City established grade on street? Yes____ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material:

(Approx. 1 block away from area, all excess material may be disposed of)

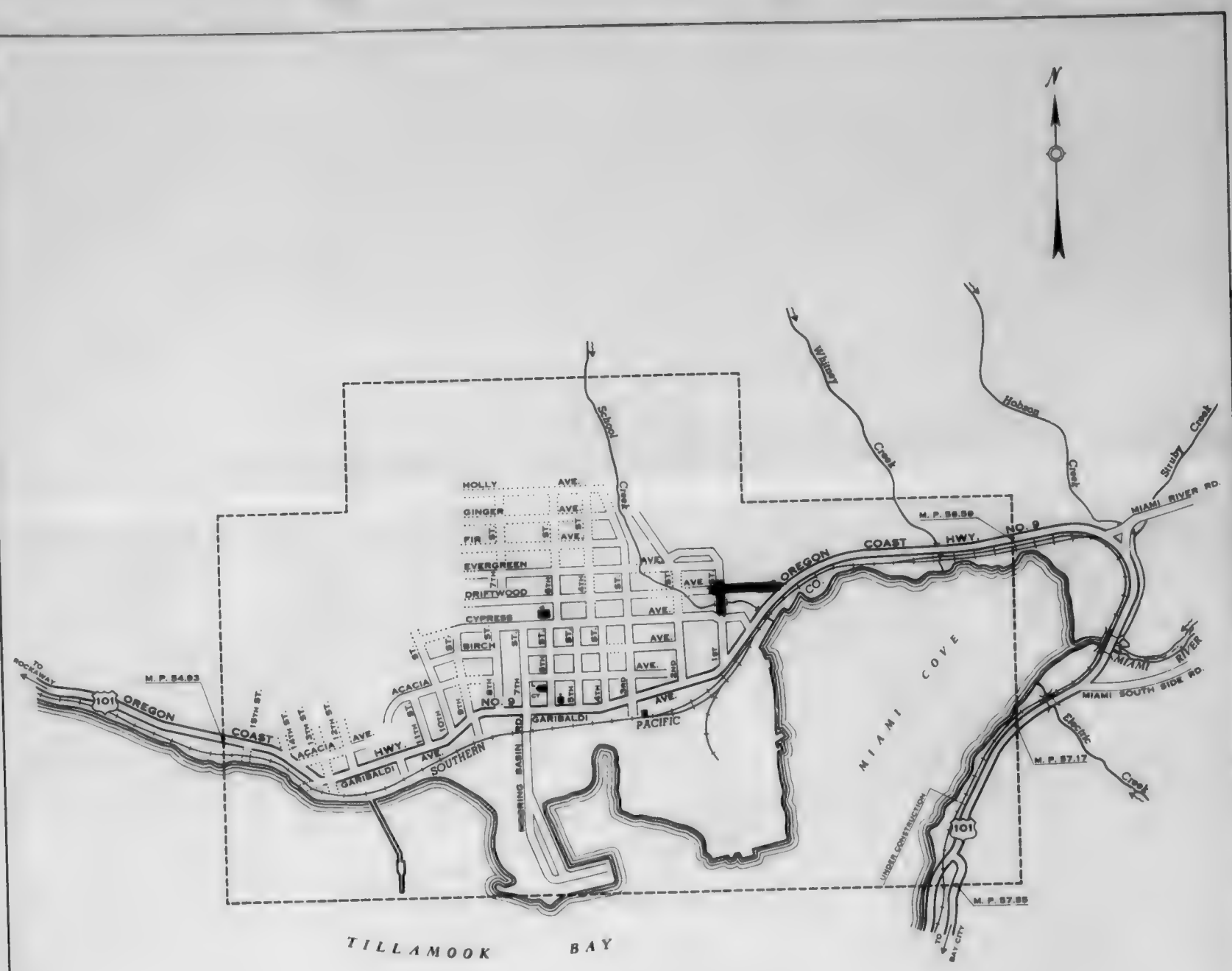
All construction called for above shall be performed within the curbed section except for sidewalks, driveways, and connections to existing intersecting streets.

General remarks:

By Duane A. Fellows
Mayor

By Arthur L. Rhoades
City ~~Manager~~ Recorder

By William D. Fausto
City ~~Engineer~~ Supt.



SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- cv – City Hall
- cт – Court House
- a – Armory
- L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

GARIBALDI

TILLAMOOK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,163

Scale in Feet

July 1, 1961

4-3410 Astoria Office Bldg Sec. on the Oregon Coast Hwy. 1965

#6695

RECEIVED
SEP 8 - 1966
FOR FILING
4-3410

6695

September 7, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6695 awarded to Ducos and Son for construction of the Astoria Office Building on the Oregon Coast Highway in Clatsop County was completed on April 21, 1966, and accepted by the Highway Commission on September 1, 1966.

Final payment in the amount of $4,769.45 will be released to the contractor after September 14, 1966. The total contract amount is $95,596.50 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Ducos and Son
429 40th Street
Astoria, Oregon 97103

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 6 - 1966
FOR FILING

4-3410

1695

September 1, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 21, 1966, on Contract No. 6695. The contract was with Dunne & Son and was for construction of the Astoria Office Building in the city of Astoria in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 1, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
APR 26 1966
FOR FILING

4-3411
6695

Salem, Oregon
April 25, 1966

E. S. Hunter
Maintenance Engineer

OFFICE

We have set up the following prefixes for the new Astoria Office Building soon to be completed. This building is being constructed under Contract 6695 and is located on Marine Drive at the approach to the new Astoria Bridge.

Prefix 4-2411 — Purchase of Land

Prefix 4-3411 — Improvement of Land and Buildings

Prefix 4-6411 — Maintenance and Operation

These prefixes should be entered on page 33 of your red Cost Distribution Book under Clatsop County.

L. H. Young
Office Engineer

JAH:lt
cc: C. H. Maison

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Astoria Office Building		WEEK ENDING: April 16, 1966
		SECTION PREFIX: 4-3410
HIGHWAY: US 101 Oregon Coast		COUNTY: Clatsop
NAME OF JOB: Astoria Office Building	KIND OF WORK: Building (Job No. 9481)	
CONTRACTOR: Duoos & Son	CONTRACT NUMBER: 6695	FEDERAL AID PROJECT NUMBER: State Only, Group 9
DATE OF CONTRACT: September 7, 1965	DATE WORK STARTED: September 29, 1965	ESTIMATED COMPLETION DATE: April 15, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $107,312.62	SPECIFIED COMPLETION DATE: April 15, 1966	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $99,681.50	ENGINEERING AUTHORIZATION: $7,631.12	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96/100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $106,572.24	ENGINEERING COST TO DATE: $1,320.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 87
ESTIMATED PERCENT OVERRUN: 8 %	PERCENT OF AUTHORIZATION: 17 %	DATE PROJECT WAS COMPLETED: April 15, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				0/11
MONDAY	Showers			B
TUESDAY	"			
WEDNESDAY	Clear			
THURSDAY	Cloudy			
FRIDAY	Clear			B
SATURDAY	"			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
4-10 SUNDAY	No activity.
4-11 MONDAY	Contractor's and subcontractor's forces worked all week completing all work and items shown on list resulting frim final sinpection.
4-12 TUESDAY	State forces worked all week placing base rock; installing gasoline storage tank and forming and pouring curb along front of office building.
4-13 WEDNESDAY	
4-14 THURSDAY	
4-15 FRIDAY	All contract work completed.
4-16 SATURDAY	

REMARKS

All contract work completed; therefore this is the last weekly report.

State forces:
95% of base rock installed.
Gasoline storage tank installed.
Curb along front of office building poured.
State forces will continue work of constructing curbs, walks, gas pump shed, and paving of parking areas.

SIGNED W. B. E. Bellenger LOCATION
for R.W. Ellison, Proj. Br. Engr. Astoria

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
FEB 3 - 1966

FOR FILING

4-2410

6695

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 28, 1966

SUBJECT: Surfacing and Paving Area Around Astoria Office Building

To: Mr. H. W. Wilson
Project Bridge Engineer
Oregon State Highway Department
Box 686
Astoria, Oregon

In analyzing the anticipated cost for the completion of the work necessary in the surrounding area of the Astoria Office Building, we find that there is insufficient funds in the authorization for the construction of the office building to cover all of it. We would like to use as much of these funds as possible. The remainder of the work will have to be done under other monies. Will you, therefore, please prepare and submit for approval a State Force Order on Contract No. 6695, Astoria Office Building, as follows:

Final Grading and Shaping of Area				$ 500.00
Type "C" Concrete Curb	1,325	Lin. Ft. @	$ 2.00	2,650.00
Adjust Catch Basins	4	Each	25.00	100.00
Bottom Course of Base Rock	1,000	Cu. Yds.	4.00	4,000.00
Top Course of Base Rock	300	Cu. Yds.	4.50	1,350.00
Miscellaneous				1,400.00
		Total		$10,000.00

I believe this project can stand this amount on the following basis, but please review these figures to verify. We definitely do not want to overrun the 5 per cent limitation of the original authorization.

Authorization	$107,312.62
5 Per cent	5,365.63
Total	$112,678.25
Estimate Corrected to Date	99,894.20
Remainder Possible to Use	$ 12,784.05
State Force Order	10,000.00
Cushion	$ 2,784.05

This would leave the paving to do, which we would like to do on a State Force Order under the Astoria Approach project, Contract

NOTED
JOM EDWARDS

No. 6499, as follows:

Class "B" Asphaltic Concrete 500 Tons @ $10.00 $5,000.00

The remaining items which were on Mr. Smith's estimate are to be handled as follows:

1. Concrete Sidewalk - Money to be provided in the authorization for the forthcoming landscape contract.

2. Concrete Steps - I believe these are already covered under the building contract. Advise if I am wrong.

3. Topsoil, Landscape Work, etc., and Installing Sprinkling System - All to be included in the above-mentioned landscape contract as part of the contract.

R. D. Asbury

R. D. Asbury
Division Engineer

HHA:mm
cc Tom Edwards
A. A. Rear
H. M. Smith

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 27 1965
FOR FILING

FORM E-30X—50M—1-65 SP 6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 23, 1965

4-31110

6675

SUBJECT:

To: Mr. R. W. Ellison
Project Bridge Engineer
Oregon State Highway Department
Box 686
Astoria, Oregon

Landscaping for the new Astoria Office Building is estimated to cost approximately $20,000. There are only $10,000 available for this purpose unless some savings can be made in the present construction such as holding the engineering and contingencies cost to $4,000.

You should do everything you can to hold these costs to a minimum. However, if some unanticipated item arises during construction that can not be avoided and must be charged to the contingency fund, please do so but only after thorough review. I believe Division Engineer R. D. Asbury has discussed this with you in more detail.

R. D. Asbury
Division Engineer

By [signature]

Gerald Winer
Assistant Division Engineer

GW:sm
cc Tom Edwards
Ivan Merchant

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. HADLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

4-3410

6645

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 8, 1965

Duoos & Son
429 40th Street
Astoria, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965 awarded to you State Highway Contract No. 6645 for the following project:

Astoria Office Building on the Oregon Coast Highway in Clatsop County.

This award was based on your bid of $95,369.00 which was submitted to the Commission on August 31, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 1 6 1965
FOR FILING

Br. No. 9511
FAP No. 4-3410

ESTIMATE OF COST

Astoria Office Building — Section
Ocean Coast Highway — Highway
Clatsop — County

Date
Bridge Ht
Bids Rec'd

NO.	QUANTITY & UNIT	ITEM	UNIT PRICE	AMOUNT
	6645			
1	All Spec.	Finish Grading	L.S.	$ 1,000.00
2	300 Cu. yds.	3/4"-0 Material in Base	$ 5.00	1,650.00
3	1,100 Cu. yds.	Stone Base	2.00	2,200.00
4	580 Tons	Class "B" Asphalt Concrete	12.00	6,960.00
5	44 Cu. yds.	Concrete Curbs	25.00	1,100.00
6	5 Cu. yds.	Concrete Islands	25.00	125.00
7	370 Sq. yds.	Concrete Walks	5.00	1,850.00
8	1015 Lin. Ft.	Furnish Treated Timber Piling	1.80	1827.00
9	29 only	Drive Timber Piles	70.00	2,030.00
10	All Reqd.	Office Building and Planters	L.S.	104,000.00

$ 21,160
+10% 21,276
$ 24,816

$ 9.00
10,857.
5,039
89.6
$ 112,896

Building
+5%

For Comparison of Bids 130,417.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$ 130,417.00
Anticipated Additional Items:	
	None
Sub-Total	130,417.00
Engr. & Cont. (12½ %)	16,302.13
Estimated Net Authorization, Constr.	$ 146,719.13

JUL 28 1965

FOR FILING

4-3410

6625

July 27, 1965

Mr. Fred Andrus, Editor
The Daily Astorian
10th and Duane
Astoria, Oregon 97103

Dear Mr. Andrus:

As promised in Mr. Edwards' letter of June 22, there is forwarded the following information on the Astoria office building which will be constructed, as you know, at the southerly end of the Astoria-Megler Interstate Bridge.

> The exterior of the building will have Marble Crete Stucco with timber pilasters, aluminum sash for the windows, and ornamental planters of fluted concrete block. There will be an interior lobby entrance to travel, police, motor vehicle, and rest rooms. Paved parking will be provided for about 50 cars.
>
> The new building will house Oregon State Police, Travel Information, Motor Vehicle Department, Public Utilities Commission, Bridge Toll office, District Maintenance Engineer, and Public Rest Rooms.

It is hoped that we will be able to take bids on the construction of this facility the latter part of August or the first of September.

We are enclosing a black and white artist's sketch of the proposed building.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
Victor D. Wolfe
Administrative Assistant

bc: Forrest Cooper
Tom Edwards (attach)
R. L. Porter

VDW:sw

Enclosure

RECEIVED
JUL 29 1965

Mr. I. D. Merchant

July 23, 1965

FOR FILING
4-3410
6695

Astoria Office Building

Approved plan calls for floor area of 5834.00 Sq. Ft. on pile foundation.

Estimated cost including exterior planters and lobby features	$96,010.00
10% Contingencies	9,600.00
	$105,610.00
Say -	$108,000.00

Estimate does not include landscaping, walks, pavement, signs etc.

Budget per your letter of June 17, 1965, is $113,450.00

Net credit by eliminating toll collection building estimated at $6500.00 (Not deducted in above estimate).

Carl Schneider

CCS:smd

NOTED
JOM EDWARDS

RECEIVED
JUL 26 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 16 1965
FORM E-30X—50M—1-65 SP°6418-734

FOR FILING
Manuel
Bldg & Sites
Reference

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 11, 1965

To: Memo to the Files

SUBJECT: Office
Bridge Crew at Astoria

Robert Ellison has made an extensive investigation for another office space in Astoria. He has investigated ten separate possibilities, among which are the abandoned Pillsbury Mill on the Port Commission property, the Blitz Weinhard Brewery building near Bond Street near the Post Office, several office spaces in the business part of Astoria, and an abandoned grocery warehouse at 892 Marine Drive.

The rental for the Pillsbury Mill has not been definitely determined, as the Port Manager, who has the say of this, will not be back until the first of next week. It is estimated it will run between $75.00 and $100.00 per month. All of the others range between $175.00 and $250.00 per month. All of the sites near the business portion of town pose a parking problem. No parking area except on the streets, which have meters, is available. There would have to be an immediate expenditure to fix up any of these spaces from $300.00 to $600.00.

This date this office advised Mr. Ellison to proceed with negotiations and plan on moving into the old Pillsbury Mill location on the Port Commission property, even though this site cost the most ($600.00) to rehabilitate. This decision was made for the following reasons:

1. There is plenty of parking space for the employees' cars adjacent to the office space.

2. The rental is much cheaper than any other location.

3. It is a concrete building, which is fire resistant.

4. There are nearby boat facilities where the crews can get their work boats near the office.

Original copy to Salem 6-15-65
Approved [illegible] 6-15-65

NOTED
TOM EDWARDS

RDA:AM
cc Tom Edwards
V. D. Wolfe
A. A. Rear
R. W. Ellison

R. D. Asbury
Division Engineer

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copy sent to Warren Nunn for his information by Mr. Wolfe SW 6-14-65

RECEIVED
JUN 1 - 1965
FOR FILING

4-3410

6695

May 21, 1965

ASTORIA OFFICE BUILDING

Preliminary cost estimate based on Schemes 1 and 2 - Floor area 5,796 Sq. Ft.

Building on spread footings - $90,000

Building on pile foundation - $95,000

Since this plan eliminates need for toll collection office a credit of $8,000.00 should be due state.

Additional cost of carrying computer cables from toll station into office building - $1500.00

Net Credit - $6500.00 which could be deducted from above estimate.

Estimates do not include landscaping, walks, pavement, striping and signs.

Added architectural features to lobby area at extra cost.

Carl Schneider

NOTED
TOM EDWARDS

RECEIVED
MAY 28 1965
FOR FILING

4-3410

6695

Salem, Oregon
May 28, 1965

Ivan D. Merchant
Bridge Engineer
OFFICE

I return herewith a plot plan and light dressing for the Astoria building. This is approved, subject to the following changes:

1. Move the building six feet east and six feet south as shown on the overlay.

2. Add the sidewalk as shown.

3. Change the parking setup as shown.

4. Put a door in the west end of the building.

5. Place a rest room adjacent to the laboratory.

6. Change the toll office as shown.

7. Change the lunch room. Put in a radio equipment room.

Please immediately determine the building elevation and drainage plan in order that the slide removal project may proceed. Also, the outside of this building must be extremely attractive. Will you have Mr. Schneider discuss this with me. Mr. Schneider has the plans.

Tom Edwards
Assistant State Highway Engineer

TE:bg

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
R. D. Asbury

5-1111 Deer Is.-Columbia City Channelization Sec., Col. R. Hwy. (Grading, paving & illumination) 1965

#6696

RECEIVED
JAN 24 1966
PUBLIC SERVICE COMMISSION

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5-1111

6696

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 21, 1966

Mr. C. E. Jaqua
Utility Engineer
Public Utility Commissioner
Public Service Building
Salem, Oregon 97310

Subject: Crossing Illumination
Deer Island -Columbia City
Columbia River Highway
Pux 574; SXF-329

Dear Mr. Jaqua:

Enclosed please find copies of a letter from F. B. Klaboe, Assistant State Highway Engineer, addressed to the writer of this letter, and a letter by L. E. George, Assistant Traffic Engineer, addressed to Mr. F. B. Klaboe. These 2 letters set out the position of the department relative to the railroad's proposals for controlling the illumination of the subject grade crossing.

If you have any further questions relating to this matter please feel free to contact the writer of either of the letters herein contained or to the writer of this letter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By J. N. Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

JNH

RECEIVED
JAN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 20 1966
FOR FILING

5-1111

6676

Salem, Oregon 97310
January 20, 1966

Deer Island Railroad
Crossing Illumination

Mr. J. H. Hershberger
P.U.C. & R. R. Section
B U I L D I N G

Enclosed find a letter from L. E. George containing suggestions concerning this subject.

Please follow through with these recommendations to the Public Utility Commission.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosure

cc: L. E. George
T. W. Litchfield (Encl.)
L. W. Mullen (Encl.)

FORM E-30 80M 12-63 54076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

January 18, 1966

SUBJECT: Deer Island Railroad Crossing
Illumination

To:

F. B. Klaboe
Ass't. State Highway Engineer
B u i l d i n g

We have been working with Joe Hershberger and Mr. Jaqua of PUC on the above-mentioned metter.

As I understand it, the railroad company's proposal for special lighting controls has been referred to the Highway Department's Legal Division by PUC, and that if the Highway Department concurs in the experimental control of this lighting no further issuance of a PUC order is necessary. If on the other hand the railroad company and the Highway Department do not agree, then apparently it is up to the PUC to arbitrate the matter. I would like to recommend that the Highway Department disapprove of the intermittent parttime control of the illumination as proposed by the railroad company, and further that the Highway Department request, through the Public Utilities Commissioner, that the illumination installation be of the Highway Department's standard type operating under normal conditions from dusk to dawn. The above recommendation is made on the following points:

1. Depending on the outside air temperature, mercury-vapor lamps require from three-to-six minutes to come to full brilliancy, not 60 seconds as outlined in the railroad company's proposal.

2. If a train crossing had just occurred and the train crew switched off the lighting by the manual switch and for some reason tried to turn it back on again immediately, it would be impossible for the mercury-vapor lamps to restrike their arcs until about a 20-minute period had elapsed.

3. The original order proposes that the State maintain the illumination installation. It would be an almost impossible matter for the State to maintain the controls. As proposed by the railroad company, the controls will be located on their property and would be specialized railroad controls which we are not equipped to maintain.

Based on the items above, it is the recommendation of this office that you request the Legal Division to advise the PUC that the illumination at this railroad crossing should be a standard type installation with standard controls.

L. E. George
Assistant Traffic Engineer

LEG:aa

RECEIVED
JAN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Fred:

I don't know whether you still are an interested party in this crossing in the vicinity of Deer Island, but I sat in on several meetings with you and several representatives of the SP&S Company.

The copy of the letter that their lawyers are writing to the Public Utilities Commission has some inaccurate information contained in it. Information on the second page of the letter states that illumination will be up to full brilliance in 60 seconds. If the lighting is mercury-vapor lamps such as we recommended, it takes anywhere from three-to-five minutes for full brilliance depending on the outside temperature. I thought you might be interested in this information.

Bud

RECEIVED
JAN 1 1 19
OFFICE OF
STATE HIGHWAY ENGINEER

CHARLES A. HART
FLETCHER ROCKWOOD
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY D. STRAYER
THOMAS D. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES R. ROGERS
RICHARD DEVENS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN H. HAY
CLEVELAND C. CORY
CLARENCE R. WIERS
DON H. MARMADUKE
ROBERT M. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON
MILO E. ORMSETH
CHARLES J. McMURCHIE
GARRY R. BULLARD
ROBERT L. RIDOLEY

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
(HART, SPENCER, McCULLOCH AND ROCKWOOD)
LAW OFFICES
1410 YEON BUILDING, PORTLAND, OREGON 97204

TELEPHONE 228-8545
AREA CODE 503
CABLE ADDRESS: HARTPORT

JOHN E. HUISMAN
BERTRAND J. CLOSE

RICHARD A. FRANZKE
EDWARD L. EPSTEIN
BRIAN G. BOOTH
WILLIAM M. McALLISTER
BARNES H. ELLIS
ROBERT D. GEDDES
MICHAEL D. O'NEIL
DIARMUID F. O'SCANNLAIN
JAMES W. DURHAM, JR.
CHARLES W. HALL
CHARLES J. McCLURE
HOWARD M. FEUERSTEIN

January , 1966

Honorable Jonel C. Hill,
Public Utility Commissioner
of Oregon,
200 Public Service Building,
Salem, Oregon 97310.

Dear Sir:

Re: Order No. 41996. File SXF-329

By virtue of the above-referenced order the Spokane, Portland and Seattle Railway Company was authorized to construct and maintain a highway grade crossing over U. S. Highway 30 in the vicinity of Deer Island in Columbia County, Oregon. The crossing constructed pursuant to such order is essentially an industrial spur connecting the new Shell Chemical Company plant with the main line of the Spokane, Portland and Seattle Railway Company. Inasmuch as there may be train movements across the highway during hours of darkness the Spokane, Portland and Seattle Railway Company proposed in its application the installation of overhead street lighting to adequately illuminate the crossing during hours of darkness. Paragraph 3 of Order No. 41996 directed the installation of overhead lighting in conformity with the proposal of the Oregon State Highway Department which was detailed on a drawing submitted by the Highway Department as part of its formal answer.

Subsequent to the issuance of the order herein, the railroad investigated various lighting techniques in an effort to determine the technique best suited for this particular situation and one which would be economically feasible. The matter has been discussed with personnel of your department as well as with engineers of the Oregon State Highway Department. As a result of such investigation the railroad proposes to install a lighting system which would be illuminated only during

NOTED
L. E. GEORGE

NOTED
F. B. CRANDALL

the periods that the crossing is in use. Under this arrangement the lights would be turned on by the throwing of the switch on the main line track which permits trains to cross the highway. The railroad is advised that the lights of the type considered for use in this location would be illuminated to their full intensity within at least 60 seconds after the switch is thrown. Trains would not be permitted to enter upon the crossing for at least three minutes after the switch is thrown. Of course, before the train actually entered upon the crossing the flashing lights, gongs and automatic gates would be in operation also. A similar switch device would be installed on the south side of the highway to control operation of the lights when the train is returning to the main line from the industry area. By inclusion of an electric eye in the circuitry the overhead street lights would not be turned on during crossings made in daylight hours.

The railroad would like very much an opportunity to install such a system and to observe its operation. Of course, this it cannot do unless such installation is authorized by you. Accordingly, we request on behalf of the Spokane, Portland and Seattle Railway Company that your Order No. 41996 be supplemented by an appropriate order authorizing the installation of overhead illumination at the subject crossing in the manner outlined in this letter. If additional information is necessary to enable you to draw such an order we shall be happy to furnish such information. Also, it is acknowledged that such installation would be on a trial basis, that is, if after a reasonable period of time it was determined that the system did not operate properly or was otherwise inadequate for the protection of the crossing, the illumination would be installed in accordance with the provisions of Order No. 41996 as presently drawn.

Please advise whether this letter may be accepted as a formal petition for such an order and, if so, whether it furnishes adequate information for your consideration of our proposal.

Very truly yours,

Richard A. Franzke

for
DAVIES, BIGGS, STRAYER, STOEL AND BOLEY

cc: State Highway Department,
Salem, Oregon 97310.
Attention Mr. Crandall,
Traffic Engineer

RECEIVED
JAN 10 1965
TRAFFIC ENGINEERING

RECEIVED
JAN 14 1966
FOR FILING
5-1111
6696

January 13, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6696 awarded to St. Helens Paving Company for grading and paving on Deer Island-Columbia City Channelization Section of the Columbia River Highway in Columbia County was completed on November 19, 1965, and accepted by the Highway Commission on January 12, 1966.

Final payment in the amount of $3,069.78 will be released to the contractor after January 20, 1966. The total contract amount is $61,265.51 including $422.76 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc St. Helens Paving Company
P. O. Box 156
St. Helens, Oregon 97051

L. H. Young
C. H. Maisen
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING

S-1111

6696

January 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1965, on Contract No. 6696. The contract was with St. Helens Paving Company and was for grading and paving on the Deer Island-Columbia City Channelization Section of the Columbia River Highway in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Deer Island – Col. City Channelization		WEEK ENDING: December 18, 1965
		SECTION PREFIX: 5-1111
HIGHWAY: Columbia River		COUNTY: Columbia
NAME OF JOB: Deer Island-Col. City Channelization	KIND OF WORK: Grading and Paving	
CONTRACTOR: St. Helens Paving Co.	CONTRACT NUMBER: 6696	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 7, 1965	DATE WORK STARTED: Sept. 16, 1965	ESTIMATED COMPLETION DATE: November 10, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $71,601.18	SPECIFIED COMPLETION DATE: October 31, 1965	PERCENT OF TIME ELAPSED: 136
EXCLUSIVE OF ENGINEERING: $66,509.54	ENGINEERING AUTHORIZATION $5,091.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $61,640.51	ENGINEERING COST TO DATE $9,720.71	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 7
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 7 %	PERCENT OF AUTHORIZATION . . . . . 191 %	DATE PROJECT WAS COMPLETED: November 19, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.77	0.77			0.77
MILES PARTIALLY COMPLETED	0.77	0.77			0.77
MILES COMPLETED	0.77	0.77			0.77
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,540 cy	9,195 t			2,600 t
TOTAL QUANTITIES CORRECTED TO DATE	5,411 cy	9,073 t			2,639 t
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,411 cy	9,073 t			2,639 t
AVERAGE DAILY QUANTITIES	--	--			--
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	--	--			--
NUMBER OF SHIFTS PER DAY	--	--			--
HOURS PER SHIFT	--	--			--

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Showers			
TUESDAY	Clear			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

roject completed.

Se i-final as submitted to Division I Office Thursday Dec. 16, 1965

SIGNED Roger Pyle LOCATION Portland, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JAN 13 1966
FOR FILING

5-1111

6696

December 15, 1965

St. Helens Paving Company
P. O. Box 154
St. Helens, Oregon 97051

#12

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from October 31 to November 13, 1965, to complete Contract No. 6696 for grading and paving on the Deer Island-Columbia City Channelization Section of the Columbia River Highway in Columbia County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 19, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lkn

cc L. W. Rulien
Roy Pyle
F. D. Morgan
L. H. Young
C. H. Matson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6696 Contractor St. Helens Paving Co.

Highway Columbia River

Section Deer Island-Columbia City Channelization

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delays caused by grading work being done by Shell Chemical Co., adjustments ~~xxxxxxxxxx~~ to utility company facilities, and railroad construction in the contract area justifies an extension of 21 calendar days.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

~~Assistant~~ State Highway Engineer

Contract No. 6696

Project designation State (State-Federal)

Date awarded Sept. 7, 1965

Work started Sept. 16, 1965

Per cent completed ~~63%~~ 100 Date 11-19-65

Spec. Compl. Date

No. of ~~Workdays Allowed~~ Oct. 31, 1965

~~No. of Workdays Used xx% x xxxx~~

Calendar

No. of Added ~~Workdays~~ Requested ~~12~~ 19

E—310 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 27, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 54 **days to** 67 **days, within which to complete our Contract No.** 6696, **without the assessment of liquidated damages. The said contract is described as follows:** Grading & Paving Col City - Deer Island Channelization section, Col River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Oct 1,4,5,& 6 - excavation By Shell Chemical Co at North end project.
Oct 8 & 11 - excavation by Shell Chemical Co midway on project.
Oct 14,15,18,19,20 - waiting for telephone Co to remove lines & poles.
Working to new rail spur will require two additional work days.

Respectfully submitted,

St. Helens Paving Co
St. Helens Paving Co
Contractor

By James H. McBride Jr.

CONSENT OF SURETY

Date October 27, 1965

We, UNITED PACIFIC INSURANCE COMPANY, a Washington Corporation, **as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.**

S. H. Melrose, Jr.
Attorney-in-fact
J. B. L. & K. CORPORATION (SEAL)
By: S. H. Melrose, Jr.
Resident Agent

FORM E-80 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 3, 1965

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT:

Extension of Time
Deer Island-Columbia City
Channelization
Columbia River Highway
Contract No. 6696

Attached is a request from St. Helens Paving Co., contractor on the subject contract for an extension of the specified completion date from October 31, 1965 to November 13, 1965 without the assessment of liquidated damages.

The contractor's request is based on delays caused by excavation work being done by Shell Oil Company and delays occasioned by the non-completion of telephone facility moves interfering with the contractor's operations, plus an anticipated 2 day delay from construction of a railroad spur by the S.P.&S. Railroad.

The Resident Engineer's weekly reports indicate that excavation work being performed by Shell Chemical Co. delayed the contractor's operations 10 days. A like extension is justified. The weekly reports also indicate that the non-completion of adjustments to Telephone Company facilities caused a 7 day delay in the contractor's operations and an extension in this amount is justified. The S.P.&S. Railroad constructed a new spur line crossing which required 4 days and delayed the contractor's operations by this amount. These reasons total 21 days.

The specified completion date for this project was October 31, 1965. The project was completed November 19, 1965. This represents a 19 day overrun in time and amounts to $1,425.00 in liquidated damages based on the penalty rate of $75.00 per day.

Based on the delays listed above, we recommend that the specified completion date be extended to November 19, 1965. This will eliminate all liquidated damages.

This is a State project governed by the 1964 Standard Specifications which allow time extensions based on "---, failure of the State, its representatives---to act promptly in carrying out obligations and duties,---".

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:nh

Attach.

RECEIVED
DEC 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1965
FOR FILING

5-1111
6696

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 12
December 14, 1965 Meeting

Gentlemen:

Mt. Nelson Paving Co., contractor on the Deer Island-Columbia City Channelization Section of the Columbia River Highway in Columbia County, Contract No. 6696, requests an extension of the specified completion date from October 31 to November 13, 1965.

The contractor was delayed in his work by excavation work being done by the Shell Chemical Company for a period of ten calendar days. He was also delayed by the noncompletion of utility line adjustments for a period of seven calendar days. The S. P. & S. Railroad constructed a new spur line crossing in the construction area which required four days and delayed the contractor's operations by this amount. These delays total 21 calendar days and an extension in this amount is justified.

I recommend that the specified completion date be advanced to November 19, 1965, which is the actual date of completion. This extension will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6696 Contractor St. Helens Paving Co.

Highway Columbia River

Section Deer Island-Columbia City Channelization

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Delays caused by grading work being done by Shell Chemical Co., adjustments to utility company facilities, and railroad construction in the contract area justifies an extension of 21 calendar days.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6696

Project designation State (State-Federal)

Date awarded Sept. 7, 1965

Work started Sept. 16, 1965

Per cent completed 100 11-19-65 (Date)

Spec. Compl. Date No. of Workdays Allowed Oct. 31, 1965

No. of Workdays Used

Calendar No. of Added Workdays Requested 12 19

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 27, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 54 days to 67 days, within which to complete our Contract No. 6696, without the assessment of liquidated damages. The said contract is described as follows: Grading & Paving Col City - Deer Island Channelization section, Col River Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Oct 1,4,5,& 6 - excavation By Shell Chemical Co at North end project.
Oct 8 & 11 - excavation by Shell Chemical Co midway on project.
Oct 14,15,18,19,20 - waiting for telephone Co to remove lines & poles. working to new rail spur will require two additional work days.

Respectfully submitted,

St. Helens Paving Co.
St. Helens Paving Co.
Contractor

By James N. McBride Jr.

CONSENT OF SURETY

Date October 27, 1965

We, UNITED PACIFIC INSURANCE COMPANY a Washington Corporation

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

S. H. Melrose
S. H. Melrose, Attorney-in-fact
U. P. I. & R. CORPORATION

(SEAL)

By S. H. Melrose Jr.
Resident Agent

6696

ORDER NO. 41996

9-24-65

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-329

In the Matter of the Application of SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY for authority to construct a crossing at grade of U. S. Highway 30 near Deer Island, in Columbia County, in Section 21, Township 5 North, Range 1 West, W.M.	ORDER

On August 6, 1965, Spokane, Portland and Seattle Railway Company, whose address is American Bank Building, Portland, Oregon, applied for authority to establish a railroad-highway crossing at the location set forth in the above title.

The Application alleges that the filing is made in accordance with ORS 763.020 and ORS 763.080; that the track to be constructed is necessary to provide rail service to an industry; that it is impracticable to locate the track above or below the level of the highway because of the uncertainty of future highway changes, unforeseen industrial development and limited use of the track; that the proposed construction is in the northwest quarter of Section 21, Township 5 N., Range 1 W., Willamette Meridian; that the parties affected thereby will be Applicant and Oregon State Highway Commission, and that such construction is necessary to the accommodation and convenience of the public in that the facilities provided thereby will aid in the promotion and development of industry in the area.

Applicant sets forth certain proposals relative to the construction of the crossing, the installation of signals, the modification of the highway, the apportionment of work to be done, and the sharing of costs to be borne in connection therewith.

Attached to the Application, marked "Exhibit A" and referred to as a part thereof, is a drawing numbered C-4-3 prepared by the Engineering Department of Applicant and entitled "Waterview Ore. Vicinity Map and Profile of Proposed Crossing Columbia River Highway 30 by a Spur Track of the S.P.& S. RY. CO.". The scale drawing shows in detail the relationship between the highway and the railroad tracks; the location of the proposed intersection; the alignment of railroad and highway; the adjacent culture and, by profile drawing, the railroad and highway gradients in the vicinity of the proposed crossing.

Copies of the Application and the attached drawings were forwarded to the Oregon State Highway Commission in Salem and to the County Court of Columbia County in St. Helens. Columbia County filed no formal answer to Application but informed the Commissioner that no objections would be made to the proposed construction.

On August 23, 1965, Oregon State Highway Commission, in its timely filed answer to the Application, admits certain of the allegations of Applicant but denies that the proposed signalization will provide adequate protection, and alleges that certain statements therein relative to traffic volumes are not truly representative of the vehicular use of the highway.

For a further and separate answer Oregon State Highway Commission affirmatively alleges that the proposed crossing should be protected by Commissioner's Standard No. 4 Automatic Gates equipped with flashing lights and gongs; that nighttime protection should be provided by the installation of luminaires as shown on an attached drawing, and that the annual average daily traffic in 1965 is 3,200 vehicles per day and that such traffic will increase in volume within the next 5 years.

Oregon State Highway Commission submitted with its answer 2 sheets of a drawing numbered 8V-332 entitled "Deer Island-Columbia City Channelization Sec., Columbia River Highway" on which is shown the details of the modification of the highway which will be necessary to the establishment of the crossing, and the details relative to the location and installation of the recommended luminaires.

Applicant replied to such answer in a pleading dated September 1, 1965, and entitled "Reply of Spokane, Portland and Seattle Railway Company". Applicant states therein that it has no objection to the installation of Public Utility Commissioner's Standard No. 4 Automatic Gates, if in the judgment of the Commissioner, such signalization is necessary to protect the crossing. Applicant prefers that automatic crossing gates, if required, be installed on Commissioner's Standard No. 2 Flashing Light Signal masts, and operated in conjunction with the Standard No. 2 Flashing Light Signals. Applicant has no objection to, and agrees to install such overhead street lights as are necessary to adequately illuminate the crossing during the hours of darkness. Applicant raises no issue as to the differing estimates of vehicular traffic over the highway in the vicinity of the proposed crossing.

Copies of Applicant's reply were forwarded to all parties of record. No responses were received.

Careful consideration has been given to the pleadings, to the record herein and to all that is set forth above. Conditions in the field were investigated and they are substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. The delays that would be occasioned and the expenses that would be incurred by the holding of a public hearing on the matter are unjustified. Good cause appearing, therefore, such public hearing will not be held.

U. S. Highway 30 is a "Highway", the Oregon State Highway Commission is a "Public Authority", and the Spokane, Portland and Seattle Railway Company is a "Railroad" as defined in ORS 763.010.

Applicant proposes to construct a spur track across U. S. Highway 30 from a connection with its main track at Railroad Survey Station 1641 + 76.6 to a connection with industry-owned track on the opposite side of the highway. The track will be aligned on an 8 degree curve left when proceeding northward, and a line tangent to the curve of the center line will intersect the center line of the highway at an angle of 22 degrees and 30 minutes in the northeast quadrant of the intersection. The track

will approach and cross the highway at a comparatively level grade where at Railroad's Survey Station 5 + 88.7 on the spur track it crosses the center line of highway at Highway Survey Station 403 + 86.4.

The Columbia River Highway, which is designated as USHR 30, is aligned on a tangent course in the vicinity of the crossing which is approximately north to south on a slightly ascending northward gradient. The paved portion of the highway in the vicinity of the proposed crossing is surfaced to a width of 24 feet with bituminous or asphaltic concrete and lies on the extreme easterly side of a 132-foot wide right of way which shares a common boundary with the railroad right of way lying immediately to the east. Applicant proposes to widen the highway within the limits of the intersection by adding 12-foot wide acceleration-deceleration lanes on each side of the present roadway.

Applicant alleges that on March 9, 1965, a total of 2,757 vehicles moved over the highway in the vicinity of the crossing during that 24 hour period. The average annual daily traffic over the highway as projected from previous counts made by the traffic engineering division of the Oregon State Highway Department is estimated to be 3,200 vehicles in 1965. There are no restrictions as to vehicle speeds except as imposed by the Motor Vehicle Laws of Oregon which govern the movement of traffic on rural state highways.

Applicant alleges that rail traffic will consist of one movement in each direction 5 days per week. Also that all switching for the purposes of assembling trains will be carried on within the confines of the industry's property and that such movements will not affect the operation of the signals or the movement of vehicle traffic over the crossing.

Applicant proposes to install luminaires of sufficient capacity to adequately illuminate the crossing during the hours of darkness and to provide further protection by the installation of such protective devices as may be required.

Applicant's proposal for the sharing of work to be done and the bearing of costs to be borne in connection with the establishment and maintenance of the crossing, as mutually agreed upon and set forth in the pleadings, is as follows:

TO BE DONE BY APPLICANT:

1. Construct all necessary highway detours during the period that the crossing is being constructed.

2. Provide flagmen and other protective devices during the period of construction.

3. Open the highway pavement, construct the crossing, including all necessary ballast, ties and rails and replace the highway pavement.

4. Install and maintain the signal devices.

5. Install overhead street lighting.

6. Construct the highway acceleration and deceleration lanes.

7. After construction, maintain the track area including that portion of the highway paving lying between the rails and for a distance of 1 foot beyond the ends of the railroad ties.

8. Pay for the electrical energy that is required to illuminate the overhead luminaires and for such repairs thereto and replacements thereof that result from accidental damage.

TO BE DONE BY STATE:

(a) Subject to reimbursement by Applicant:

1. Install advance warning signs on the highway.

2. Repair and/or replace damaged luminaires.

(b) At State's expense:

1. Maintain the advance warning signs on the highway.

2. Make such inspections, repairs and replacements as are necessary to maintain the overhead luminaires in proper working condition exclusive of such repairs and replacements as are set forth in subparagraph (8) above.

3. Maintain the highway and its facilities except for that portion described as the track area in subsection (7) above.

The need for providing rail service to a newly located industry in a locality which presently has no such service is not refuted. The establishment of a crossing of the highway under the conditions proposed by Applicant is not particularly adverse to the safety, convenience or accommodation of the public. No objections are made to the location of the crossing as proposed or to the manner of its construction. Applicant's proposals for the performance of work to be done in connection with the establishment of the crossing and its maintenance are acceptable to Oregon State Highway Commission and they are approved. Applicant's proposals for the bearing of costs to be borne in connection with the installation of the crossing; the protective devices and the overhead lighting system, together with their maintenance, are acceptable to all concerned; are fair and reasonable and they are approved. When constructed, protected and illuminated as set forth above the crossing will be adequate and safe for the normal use of rail and highway vehicles.

From the foregoing it is concluded that it is in the public interest that the Application be granted and the crossing be established, and it is therefore

ORDERED that the Application of Spokane, Portland and Seattle Railway Company for authority to construct a crossing at grade of U. S. Highway 30 near Deer Island in Columbia County, in Section 21, Township 5 N., Range 1 W., Willamette Meridian be and the same is hereby granted under the following terms and conditions:

1. The crossing shall be constructed in a good and workmanlike manner, in accordance with modern, accepted engineering practices, and in conformity as to location, alignment and elevation with the details as shown on the drawings submitted with the Application and above identified;

2. There shall be installed at proper locations on both sides of the crossing, 1 Commissioner's Standard No. 4 Automatic Gate. The automatic gate shall be operated in conjunction with 1 Commissioner's Standard No. 2 Flashing Light Signal and Auxiliary Gong as required in Division IV, Subdivision 2 of the Commissioner's Rules and Regulations relating to the location and operation of grade crossing protective devices;

3. There shall be emplaced at proper locations and installed in substantial conformity with the details as shown on Sheets 5 and 6 of Drawing No. 8V-332 issued by the Oregon State Highway Department entitled "Deer Island-Columbia City Channelization Section" such an overhead lighting system as will meet the requirements for highway lighting of Oregon State Highway Commission, and provide safe and adequate illumination for the crossing during the nighttime hours;

4. All work of construction and maintenance of the crossing and the installation and maintenance of the protective devices and the overhead lighting system shall otherwise be done, and the costs thereof be borne in accordance with the findings of the Commissioner hereinabove made and approved; and it is further

ORDERED that prior to the installation of the signals and the establishment of normal switching operations over the crossing, such train movements thereover as are necessary for the delivery of construction material shall be made under flag protection. Such flag protections shall require the stationing of flagmen, equipped

with lighted lantern at night and red flags by day, on or near the highway on each side of the crossing. The flagmen shall warn approaching vehicle drivers and supervise the movement of the train over the crossing; and it is further

ORDERED that the designation 5A-31.2-C shall be assigned to and maintained at the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 24th day of Sept., 1965.

Public Utility Commissioner

(SEAL)

SEP 14 1965
FOR FILING
5-1111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 14, 1965

SUBJECT: Deer Island Channelization
Shell Chemical Company
Lower Columbia River Highway
Columbia County

To:

Mr. C.H. Matson
Controller
Building

Enclosed is a self-explanatory memo and Request for Outside Billing from Division 1 in regard to subject channelization. This and other work on the same survey prefix should be charged against the Shell Chemical account which has been set up for the construction of subject channelization.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

NOTED
F. B. KLABOE

DNS:jp
Attach

cc: F.B. Klaboe

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-50 BOM 5-60 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
August 11, 1965

SUBJECT: Deer Island Channelization
Shell Chemical Company
Lower Columbia River Hwy.

To:

F. D. Morgan
Construction Engineer
Salem, Oregon

Attention: Adrian D. Olson

I am forwarding, herewith, a Request for Outside Billing prepared by Resident Engineer, James Cochell, on the subject project covering the field survey preparation of plans, specifications, estimate and other incidental work performed by his office on the survey.

I am advised that you requested that this partial billing be submitted to you and that you would add any costs from your office for the total billing on this work. The costs, as shown on this billing, were charged to Prefix 7935-565 in accordance with the Order to Render Service No. CD-91.

L. W. Rulien
Division Engineer

By C. T. Keasey

C. T. Keasey
Ass't. Division Engineer

CTK:bb

encl.

CONSTRUCTION DIVISION
RECEIVED
AUG 16 1965

Field charges $1047.31

RECEIVED
SEP 9 1965
FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. CHRISTIANSEN
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

5-1111

6696

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 8, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

St. Helens Paving Company
255 South 5th Street
St. Helens, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965 awarded to you State Highway Contract No. 6696 for the following project:

Grading, paving, and illumination on Deer Island-Columbia City Channelization Section of Columbia River Highway in Columbia County.

This award was based on your bid of $61,395.50 which was submitted to the Commission on August 31, 1965 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb

cc: Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 7 - 1965
FOR FILING

5-1111

6696

Porter

RECEIVED
SEP 2 1965
STATE HIGHWAY ENGINEER

9-21-65

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

PUX-574

In the Matter of the Application of SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY for authority to construct a crossing at grade of U. S. Highway 30 near Deer Island, in Columbia County, in Section 21, Township 5 North, Range 1 West, W. M.	No. SXF-329 REPLY OF SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

NOTED
F. B. KLABOE

Spokane, Portland and Seattle Railway Company, for reply to the answer of the Oregon State Highway Commission, respectfully represents:

II

Applicant has no objection to the installation of Public Utility Commissioner's Standard No. 4 automatic gates, if in the judgment of the Commissioner such signalization is necessary to protect traffic across said crossing. If the Commissioner's order directs installation of automatic gates, Applicant proposes that they be installed on Commissioner's Standard No. 2 flashing light signal masts with the No. 2 signal operating in conjunction with said gates.

III

Subsequent to the filing of the application herein, it was mutually agreed between Applicant and the State Highway Department that the installation of overhead street light illumination would be performed by Applicant rather than by

NOTED
J. H. LESHER

the State Highway Department. As stated in its application, the railroad has no objection to the installation of overhead street lights to adequately illuminate the crossing during hours of darkness. It is the Applicant's intention to obtain the counsel and advice of lighting experts with respect to the precise location and type of luminaires, with due regard to weather and other relevant conditions existing in the area of the crossing.

XIII

Applicant is unaware of the manner in which the State Highway Commission calculated the annual average daily traffic count for the year 1965, but it is presumed that such average traffic count includes weekend traffic. In any event, Applicant raises no issue regarding the Highway Commission's estimated traffic count.

WHEREFORE, Applicant prays for an order permitting construction in accordance with its application, and for such other and further order as may be proper in the premises.

DATED at Portland, Oregon, this 31st day of August, 1965.

[redacted]

[redacted]

Attorneys for Applicant,
Spokane, Portland and Seattle Railway Company

STATE OF OREGON)
) ss.
County of Multnomah)

I, H. F. MCY, being first duly sworn, on oath depose and say: I am the Secretary and Chief Engineer of SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, the within-named Applicant; I have read the foregoing reply of Spokane, Portland and Seattle Railway Company to the answer of the Oregon State Highway Commission, know the contents thereof, and the same is true as I verily believe.

(CORPORATE SEAL)

H. F. MCY

Subscribed and sworn to before me this 1st day of September , 1965.

(NOTARIAL SEAL)

W. V. CURRIE
Notary Public for Oregon

My commission expires: 7/14/67

a true copy.
Richard G. Franzke

JNH:ja
8-23-65

8-18-65

8V-332

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY, for authority to construct a crossing at grade of U. S. Highway 30 near Deer Island, in Columbia County, in Section 21, Township 5 North, Range 1 West, W.M.	Pux 574 No. SXF-329 ANSWER OF OREGON STATE HIGHWAY COMMISSION

Comes now the State of Oregon, by and through its State Highway Commission, Respondent, and for its answer to the Application in the above-titled matter respectfully represents:

I

Admits paragraphs I, II, III, V, VI, VII except for the first sentence thereof, VIII, IX, XI except for the last sentence thereof, and XII.

II

A. Denies that Public Utility Commissioner's Standard No. 2B, Bracket Mounted Flashing Light Signals, as provided in the first sentence of paragraph VII, is adequate signal protection for the crossing.

B. Denies that paragraph X truly depicts the vehicular traffic on the highway.

III

Has insufficient knowledge upon which to base a belief upon which to admit or deny paragraph IV and the last sentence of paragraph XI which appear to run to the ultimate question for the Commissioner.

For a further and separate Answer, Respondent affirmatively alleges:

I

That protective signalization of the crossing should be by installation of Public Utility Commissioner's Standard No. 4 Automatic Gates equipped with flashing lights and gongs; that further protection of the crossing is necessary and should be accomplished by installation of illuminaires as shown on the attached Highway Department Drawings, titled Deer Island-Columbia City Channelization Sec. Sheets No. 5 and 6, marked Exhibit "A" and by reference made a part hereof.

JNH:ja
8-18-65

II

That the annual average daily traffic count of vehicles on the highway in 1965, is 3200 and that this count will increase sharply within the next five years.

WHEREFORE, having fully Answered said Application, Respondent prays that an order or orders may issue in accordance herewith.

Dated at Salem, Oregon, this 18th day of August, 1965.

STATE OF OREGON, by and through its
State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, F. B. Klaboe, being first duly sworn, say that I am an Assistant State Highway Engineer for the Oregon State Highway Commission and that the foregoing Answer is true as I verily believe

F. B. KLABOE

Subscribed and sworn to before me this 18th day of August, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20,1966

I certify that the above is a true and correct copy of the foregoing Answer and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
AUG 20 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 18, 1965

Shell Chemical Company
P. O. Box 427
St. Helens, Oregon

ATTENTION: Mr. C. W. DeLong or
Mr. H. J. Bettencourt

Gentlemen:

RE: Deer Island-Columbia City
Channelization Section
Columbia River Highway
Columbia County

NOTED
F. B. KLABOE

Enclosed are two copies of the small scale plans for the channelization for your chemical plant.

You will note that this also covers widening for bus stop lanes at the crossing of the SP&S Railroad spur track into the plant. This work will be done at the Railroad's expense and their costs will be split out before final billings are made.

This project has been advertised for our August 31 letting, with a specified completion date of October 31, 1965. As previously advised, the bids will be held for your review and approval before awarding the contract and in this regard, we need to know what you will want for review and how long will be required for your decision. We would normally expect to have tabulations prepared verifying the arithmetic in the bids by the afternoon of September 1, and these should be available for your inspection at that time or could be sent to you for your review. Since there is a short time limit for completion of the job, we will attempt to get telephonic approval from the Highway Commissioners to award the contract after we receive your approval. Please advise what we might expect in the way of material which you might require and time lapse which might occur before you could advise acceptability of bids.

I have been advised that I was in error in our previous correspondence in regard to advance deposit. It is desired that you forward to me at your earliest convenience your check for $60,000 which is the estimated cost of

your portion of the work. Make the check payable to the Oregon State Highway Commission so that I can deposit it to your account with our Accounting Division. Charges will then be made against this account with final billing as previously discussed with either a refund or additional billing depending upon the final costs of your portion of the project.

If you have any questions, please contact me.

Very truly yours,

F. D. Morgan
Construction Engineer

By A D Olson
A. D. Olson
Urban Engineer

ADO:fp
cc: Shell Chemical Company
P. O. Box 431
Pittsburg, California

bc: F. B. Klaboe
Tom Edwards
G. E. Rohde
J. F. Hageman
E. S. Hunter
J. N. Hershberger
L. W. Rulien
Ben Gifford
T. W. Litchfield

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY,
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W HOYT STREET
PORTLAND, OREGON 97207

July 20, 1965

CONSTRUCTION DIVISION
RECEIVED
JUL 21 1965
NOTED ☐ ☐ ☐ ☐ ☐
CE ACE ACE COE

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. A. D. Olson
Urban Engineer

RECEIVED
JUL 23 1965
LEGAL & RIGHT OF WAY

Dear Sir:

I have your letter of July 8, 1965, relative to Shell Chemical Company's plant near Columbia City on the Lower Columbia River Highway, and prints transmitted with said letter outlining the channelization which the Oregon State Highway Department is to construct at Shell Chemical Company's expense.

Our field people met with your field people on the ground this past week and have exchanged the necessary information to properly tie down the location of the crossing. It would be appreciated if the Oregon State Highway Department handled the grading for the setout lanes under the contract for channelization of highway traffic, billing the S.P.& S. Railway for the cost of the setout lanes.

Very truly yours

H F Moy

Chief Engineer

HFM-o

NOTED
R. L PORTER

cc. sent to.
Litchfield
Rolien
Hershberger
Morgan
Edwards
Hunter
Rohde
Gifford
Klaboe

NOTED
J. HERSHBERGER

RECEIVED
AUG 6 1965
OFFICE
STATE HIGHWAY ENG

July 8, 1965

Mr. H.F. Moy
Chief Engineer
S.P. & S. Railroad Co.
1101 N.W. Hoyt Street
Portland, Oregon

Subj: Shell Chemical Company
Columbia City
Lower Columbia River Highway
Columbia County

Dear Mr. Moy:

On July 7 Mr. Tom Edwards, Assistant Highway Engineer, briefly discussed with Mr. G.E. LaSalle the proposed railroad grade crossing to serve Shell Chemical Company near Columbia City.

We are in the process of working up a channelization for the two main entrances to the proposed Shell plant and we find that the widening for bus and truck stops at the railroad crossing will be right at the end of the widening for the Shell channelizations. As discussed with Mr. LaSalle, we are asking our field people to extend their survey to cover this work so that both projects could be done by the same contractor if agreeable to both you and Shell. Presumably this would be less expensive for each of you than letting separate contracts.

Enclosed are two prints of the channelization which we are to construct at Shell's expense and on the end, outlined in red, is the widening at the railroad crossing which could be done under the same contract if you desire. The location was scaled from prints received from Shell Chemical Company and may not be exact. We have asked Mr. Rulien, Division Engineer in Milwaukie, to have a check made to determine if either Shell or your people have a location tied down or to determine if what is shown would be close enough for bid quantities and allow for minor adjustments during construction.

The crossing gates, advance signing and luminaires have not been shown on this plan but presumably could also be included in the contract.

We hope to have this ready for contract early in August and would appreciate your comments at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

A.D. Olson
Urban Engineer

ADO:jp
Enclosure

cc: L.W. Rullen
Tom Edwards
F.B. Klaboe

RECEIVED
- 1965
FOR FILING
5-1111

6696

August 5, 1965

Mr. Hugh L. Biggs
Davies, Biggs, Strayer, Stoel and Boley
1410 Yeon Building
Portland, Oregon 97204

Dear Mr. Biggs:

Attached are three executed copies of a memorandum of understanding having to do with the proposed Spokane, Portland and Seattle Railway Company crossing of the Lower Columbia River Highway to serve Shell Oil's new industrial site near Deer Island.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLPrma
att.-3

cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

MEMORANDUM

On June 17, 1965, a meeting was held between representatives of the Oregon State Highway Commission, Shell Chemical Company, and the Spokane, Portland and Seattle Railway Company for the purpose of exploring means of providing railroad access to Shell's new site near Deer Island not later than August 1, 1965. Attending the meeting were Messrs. Glenn Jackson and David Simpson of the State Highway Commission; Mr. Thomas Edwards, Assistant State Highway Engineer; Mr. C. W. DeLong of Shell Chemical bompany; and Messrs. N. S. Westergard, H. F. Moy, Hugh L. Biggs, and Richard A. Franzke on behalf of Spokane, Portland and Seattle Railway Company. This will serve as a memorandum of that meeting and also as an expression of mutual understanding of the above parties.

Everyone present was aware of the acute shortness of time within which to provide rail access to Shell's facility. Shell's construction schedule contemplates commencement of work on or about August 1, 1965. Its production schedule contemplates active operation of the plant in the early spring of 1966. Based upon this schedule, Shell has made marketing commitments to its customers, and therefore all agreed that it is imperative that Spokane, Portland and Seattle Railway Company obtain access to the site as quickly as possible. It was further recognized that, in

view of such schedule, railroad service must be provided by means of a grade crossing on Highway 30.

The representatives of the Highway Commission explained that construction of a grade crossing in such a circumstance is contrary to the established policy of the State Highway Commission. They stated that in their view construction of a grade crossing in this case was justifiable only for two reasons: (1) inadequate time remains within which to construct any separation facility; and (2) the Highway Department's plans for highway improvement in the area are not at this time settled.

It was agreed that the railroad would proceed with an application to the Public Utility Commissioner requesting authority to construct a grade crossing at this time. In the future, if conditions develop which in the judgment of the Highway Commission warrant separation of the crossing, the Commission will so advise Shell and the railroad. Both Shell and the railroad agreed, in such event, to negotiate with the Highway Commission concerning such proposal. The parties will attempt to reach agreement as to whether a separation should be built, and, if so, the type of separation and how the cost thereof should be borne as between the State, Shell, and the railroad. If, for any reason, the matter cannot be thus resolved, the issue will be presented to the

Public Utility Commissioner upon application of the State, and the Commissioner may resolve all matters in dispute as by law provided.

APPROVED:

For: _____
Spokane, Portland and Seattle Railway Company

For: _____ 7/1/65
Shell Chemical Company

For: _____
Oregon State Highway Commission

Rod Porter

CHARLES A. HART
FLETCHER ROCKWOOD
DAVID L. DAVIES
HUGH L. BIGGS
MANLEY B. STRAYER
THOMAS B. STOEL
PAUL L. BOLEY
FREDERICK H. TORP
JAMES P. ROGERS
RICHARD DEVERS
GEORGE H. FRASER
WILLIAM W. WYSE
JOHN R. HAY
CLEVELAND C. CORY
CLARENCE R. WICKS
DON H. MARMADUKE
ROBERT H. HUNTINGTON
DAVID G. HAYHURST
THOMAS P. DEERING
CAMPBELL RICHARDSON

DAVIES, BIGGS, STRAYER, STOEL AND BOLEY
(HART, SPENCER, MCCULLOCH AND ROCKWOOD)
LAW OFFICES
1410 YEON BUILDING, PORTLAND, OREGON 97204

TELEPHONE: 228-8545
CABLE ADDRESS: HARTPORT

JOHN E. HUISMAN
BERTRAND J. CLOSE

BRIAN G. BOOTH
GARRY R. BULLARD
BARNES H. ELLIS
EDWARD L. EPSTEIN
RICHARD A. FRANZKE
ROBERT D. GEDDES
WILLIAM M. McALLISTER
CHARLES J. McMURCHIE
MILO E. ORMSETH
ROBERT L. RIDGLEY

July 27, 1965.

RECEIVED
JUL 28 1965
OFFICE OF
Glenn L. Jackson

Honorable Glenn L. Jackson,
Chairman,
State Highway Commission,
State Highway Building,
Salem, Oregon.

Dear Sir:

Re: Spokane, Portland and Seattle Railway Company crossing of U. S. Highway 30 to serve Shell Chemical Company plant at Deer Island.

As discussed in our meeting of June 17, 1965, we enclose four copies of memorandum of the meeting setting forth the understanding of the parties. If the memorandum adequately states our understanding, we would appreciate your returning to us three copies acknowledging your approval. The extra copy is for your files.

With your approval of the memorandum we shall proceed with our application to the Public Utility Commissioner; and, based upon our discussion, we understand that the State Highway Commission will offer no objection to such application.

Very truly yours,

Hugh L. Biggs

Enclosures

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 6 - 1965
FOR FILING

5-1111

6696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1965

To: MEMO to FILE

SUBJECT:

Reference is made to a memorandum of understanding dated June 17, 1965, which has to do with the construction of a spur track to serve a Shell Oil industrial plant between Columbia City and Deer Island.

The memorandum of understanding was forwarded to this office by Mr. Jackson. It was prepared by Mr. Hugh Biggs of Davies, Biggs, Strayer, Stoel and Boley. Mr. Jackson advised that it represents his understanding of the matter and asked that we execute it and return it to Mr. Biggs. This was done on this date.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

FORM S-99 REV. 8-60 SP*6470-784

FOR FILING

5-1111

6696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 3, 1965

To: MEMO TO THE FILES

SUBJECT: Shell Chemical Company
Columbia City (Deer Island)
Lower Columbia River Highway
Columbia County

In regard to the channelization for the Shell Chemical Company near Columbia City, a preliminary sketch plan and estimate was prepared and discussed with Shell representatives. They were agreeable to the plan and requested that we prepare contract plans and do the construction at their expense.

Revised "Application and Permit to Construct Approach Road" forms were prepared with the preliminary sketch plan as an exhibit, an estimated cost of $60,000 with the work to be done by the State at Shell's expense. These were forwarded to Shell's representatives by letter stating that upon receiving bids they would be held for Shell's review and upon acceptance and deposit of the bid amount, plus 12-1/2% for engineering and contingencies, that the contract would be awarded. Their total cost would be determined by the final units of work done multiplied by the unit bid prices and engineering charged at actual costs, including insurance, retirement, et cetera. Any amount over the deposit would be billed to them, any excess deposit would be returned.

The "Approach" forms were signed and returned through the District Maintenance Superintendent and Shell offered to send a deposit immediately if this would be of any assistance in expediting the work.

In the meantime it was determined that work would be needed for bus and truck stop lanes at the grade crossing of the proposed S. P. & S. Railroad. spur track into the plant area. Mr. Moy, Chief Engineer, was contacted and by letter Mr. Moy requested that this work be done and billed to the S. P. & S. Railroad.

The preliminary survey work has been completed and plans are being prepared, with a probable letting date of August 31. No right of way is

NOTED
F. B. KLABOE

needed for the channelization. A small encroachment of the slopes for the stopping lanes is anticipated on S.P. & S. property, however, I am advised by Mr. Hershberger that this will be allowed with no questions asked as long as we do not make an issue of it.

Copies of the correspondence with Shell and with the S.P. & S. Railroad are attached.

A. D. Olson
Urban Engineer

ADO:jp
Attachment

cc: F.B. Klaboe
Tom Edwards
G.E. Rohde
E.S. Hunter
Ted Litchfield
L.W. Rulien
J.N. Hershberger
Ben Gifford

RECEIVED
AUG 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM 1612

RECEIVED
SPOKANE PORTLAND AND SEATTLE RY
JUL 21 1965
FOR FILING
H. F. MOY,
SECRETARY
5-111/CHIEF ENGINEER
6696

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

OFFICE OF CHIEF ENGINEER

1101 N. W HOYT STREET
PORTLAND, OREGON 97207

July 20, 1965

CONSTRUCTION DIVISION
RECEIVED
JUL 21 1965
NOTED-- CE ACE ACE COE

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. A. D. Olson
Urban Engineer

Dear Sir:

I have your letter of July 8, 1965, relative to Shell Chemical Company's plant near Columbia City on the Lower Columbia River Highway, and prints transmitted with said letter outlining the channelization which the Oregon State Highway Department is to construct at Shell Chemical Company's expense.

Our field people met with your field people on the ground this past week and have exchanged the necessary information to properly tie down the location of the crossing. It would be appreciated if the Oregon State Highway Department handled the grading for the setout lanes under the contract for channelization of highway traffic, billing the S.P.& S. Railway for the cost of the setout lanes.

Very truly yours

H. F. Moy
Chief Engineer

HFM-c

cc. sent to.
Litchfield
Rolien
Hershberger
Morgan
Edwards
Hunter
Rohde
Gifford
Klaboe

Copies sent to these people
A. D. Olson

RECEIVED
JUL 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. [illegible]
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

5-1111

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 8, 1965

Mr. H. F. Moy
Chief Engineer
S.P. & S. Railroad Co.
1101 N. W. Hoyt Street
Portland, Oregon

Subj: Shell Chemical Company
Columbia City
Lower Columbia River Highway
Columbia County

Dear Mr. Moy:

On July 7 Mr. Tom Edwards, Assistant Highway Engineer, briefly discussed with Mr. G. E. LaSalle the proposed railroad grade crossing to serve Shell Chemical Company near Columbia City.

We are in the process of working up a channelization for the two main entrances to the proposed Shell plant and we find that the widening for bus and truck stops at the railroad crossing will be right at the end of the widening for the Shell channelizations. As discussed with Mr. LaSalle, we are asking our field people to extend their survey to cover this work so that both projects could be done by the same contractor if agreeable to both you and Shell. Presumably this would be less expensive for each of you than letting separate contracts.

Enclosed are two prints of the channelization which we are to construct at Shell's expense and on the end, outlined in red, is the widening at the railroad crossing which could be done under the same contract if you desire. The location was scaled from prints received from Shell Chemical Company and may not be exact. We have asked Mr. Rulien, Division Engineer in Milwaukie, to have a check made to determine if either Shell or your people have a location tied down or to determine if what is shown would be close enough for bid quantities and allow for minor adjustments during construction.

The crossing gates, advance signing and luminaires have not been shown on this plan but presumably could also be included in the contract.

NOTED
JOM EDWARDS

We hope to have this ready for contract early in August and would appreciate your comments at an early date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By A. D. Olsen
A. D. Olsen
Urban Engineer

ADO:jp
Enclosure

cc: L. W. Rulien
Tom Edwards
F. B. Klaboe

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1965
FOR FILING

E-111
6696

SHELL CHEMICAL COMPANY
A DIVISION OF SHELL OIL COMPANY
P. O. BOX 427
ST. HELENS, OREGON 97051

REFERRED TO
Edwards - info only
By Asst. State Hwy. Engr.

July 2, 1965

State of Oregon
State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention Mr. F. D. Morgan, Construction Engineer

Gentlemen:

Thank you for preparing the revised "Application and Permit to Construct Approach Road" which has been signed and will be delivered to the District Maintenance Superintendent along with a copy of this letter. As expressed in our meeting of June 9, we appreciate your efforts to construct this channelization prior to our contractor's needs for large numbers of construction workers, which will occur approximately mid-September.

The width stated as 32 feet for both approach roads in the application is adequate for the approach at station 380+13.12; however, if permissible, we prefer a width of 40 feet at our property line for the approach at station 388+13.12 since we are constructing our main plant road 40 feet wide. Please note that the application lists the milepost as 32.35 for station 380+13.12 rather than milepost 32.65.

To be revised to 40 feet & corrected to 32.65. RD.

We will be pleased to send a check now for the estimated cost of this work if this would be of any assistance to you in expediting the construction of these facilities.

Very truly yours,

NOTED
TOM EDWARDS

C. W. DeLong

cc - District Maintenance Superintendent

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 23 1965
FOR FILING

DNH:ja
6-29-65

6-29-65

Attached copies to
Ltr
+ 6 numbered
6-29-65

S-1111

Letter of Intent

Subject: Future alteration of temporary grade crossing, spur track
Spokane, Portland & Seattle Railway Company
Columbia City (Shell Plant)
Columbia River Highway

Be it hereby known that it is the intent of the parties hereto in relation to subject industrial spur track grade crossing, which is recognized by the parties as being a temporary grade crossing only, that:

1. State may at any time, upon good cause being shown, elect to revoke its approval of the crossing at grade in favor of a grade separation crossing.

2. It is agreed that State shall determine whether said grade separation will place the highway under or over the railroad.

3. In the event of State's revocation under paragraph 1. above, the parties will negotiate an equitable apportionment of the costs of replacing the grade crossing with a grade separation structure, including its approaches and all appurtenances thereto. Following said negotiated agreement, State will make application to the Public Utility Commissioner for authority to construct the grade separation structure.

4. If the parties are unable to reach a negotiated apportionment of costs, as provided in paragraph 3. above, within 4 months after notice by State to the other parties of its revocation of its approval of the crossing at grade, State shall make application to the Public Utility Commissioner under his continuous jurisdictional powers to require the construction of a grade separation crossing, and the matter of apportioning the costs of the substituted grade separation project shall be left entirely to the Order of the Public Utility Commissioner.

5. If at any time while subject crossing is at grade, State shall reconstruct its present 2-lane highway to a 4-lane highway, Railway agrees to pay all the costs of reconstructing the grade crossing, except additional right of way which is provided for in paragraph 6. hereinbelow, including but not limited to reconstruction of the track structure, preparing the same to receive surfacing materials furnished and applied by State, and rearranging signals, lighting, drainage, signal and communication lines, etc.

6. At such future time as State's highway construction projects in the area shall so require, Railway and Company each agrees to furnish to State from their respective lands

JNH:ja
6-29-65

abutting the present highway right of way, without cost to State, such additional right of way as may be required to accommodate such future highway projects as hereinafter appear; said additional right of way shall be sufficient for a grade separation structure or structures, together with fills or cuts and other highway appurtenances, to carry the traffic from a 4-lane highway. This future reservation and agreement shall continue even though State may first construct only a 4-lane highway at grade or a 2-lane grade separation structure across the industrial spur track.

IN WITNESS WHEREOF, the parties hereto have affixed their signs and seals.

Dated this_____day of_____, 1965.

ATTEST:

_____

SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY, a Washington corporation

By_____

SHELL CHEMICAL COMPANY, a division of Shell Oil Company, a Delaware corporation

ATTEST:

_____

By_____

By_____

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

ATTEST:

_____

By_____
Commissioner

APPROVED:

_____
State Highway Engineer

APPROVED AS TO LEGAL FORM:

_____
Chief Counsel

FORM E-125X 50M 12-63

RECEIVED
JUN 29 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
VASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
June 28, 1965

Porter
copy sent
6-29-65

Shell Chemical Company
P. O. Box 427
St. Helens, Oregon

Attention: Mr. C. W. DeLong or
Mr. H. J. Bettencourt

Subj: Indenture of Access - File 21314
Goble-St. Helens Section
Columbia River Highway
Columbia County

Gentlemen:

As discussed recently in the Salem office with Mr. DeLong and Mr. Bettencourt, we will prepare plans and specifications for construction of a channelization for your proposed plant at Columbia City. This construction work, along with our engineering expenses involved in the construction, is to be done at the expense of Shell Chemical Company.

The work is proposed to be done by contract and upon receiving bids they will be held for your review and acceptance or rejection. Upon your acceptance and deposit of the bid amount, plus 12-1/2% for engineering and contingencies, the contract will be awarded. Your total cost will be determined by the final units of work done multiplied by the unit bid price. Engineering will be charged on the basis of actual cost, including insurance, retirement, et cetera. Any cost over the amount deposited will be billed to you, any excess deposit will be returned.

Our Legal Division advises that a revised "Application and Permit to Construct Approach Road" is the normal procedure for work of this nature, therefore, we have prepared such a document. Please sign the five copies as applicant and either forward or take them to:

Mr. B. P. Huntley, District Maintenance Superintendent
P. O. Box 565
Beaverton, Oregon

Enclosure

cc: Shell Chemical Co.
P. O. Box 431
Pittsburg, California

F. B. Klaboe
L. W. Rulien

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

RECEIVED
JUN 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

ARCHIVED
JUN 2 8 1965
BUILDING
5-1111
6696

Salem, Oregon 97310
June 25, 1965

Grade Crossing at Shell
Plant on S.P. & S. Railroad

Mr. T. W. Litchfield
Utilities Liaison Engineer
B U I L D I N G

Please note and comply with enclosed instructions from Mr. Cooper. I have advised Hershberger to prosecute execution of "letter of intent".

F. E. Klaboe
Assistant State Highway Engineer

FEK:erb

Enclosure

cc: Mr. Joseph Hershberger (Encls.)
Mr. D. J. Barbee (Encls.)

Draft
JWH:ja
6-18-65

Approved 6/25/65
J. H. Labbe
Asst. State Hwy. Engr.

ap'd by Edwards who received these instructions from Mr. Jackson

Letter of Intent

Subject: Future alteration of temporary grade crossing, spur track
Spokane, Portland & Seattle Railway Company
Columbia City (Shell Plant)
Columbia River Highway

Be it hereby known that it is the intent of the parties hereto in relation to subject industrial spur track grade crossing, which is recognized by the parties as being a temporary grade crossing only, that:

1. State may at any time, upon goood cause being shown, elect to revoke its approval of the crossing at grade in favor of a grade separation crossing.

2. It is agreed that State shall determine whether said grade separation will place the highway under or over the railroad.

3. In the event of State's revocation under paragraph 1. above, the parties will negotiate an equitable ~~division~~ apportionment of the costs of replacing the grade crossing with a grade separation structure, including its approaches and all appurtenances thereto. Following said negotiated agreement, State will make application to the Public Utility Commissioner for authority to construct the grade separation structure.

4. If the parties are unable to reach a negotiated ~~division~~ apportionment of costs, as provided in paragraph 3. above, within 4 months after notice by State to the other parties of its revocation of its approval of the crossing at grade, State shall make

application to the Public Utility Commissioner under its continuous jurisdictional powers to require the construction of a grade separation crossing, and the matter of apportioning the costs of the substituted grade separation project shall be left entirely to the Order of the Public Utility Commissioner.

5. If at any time while subject crossing is at grade, State shall reconstruct its present 2-lane highway to a 4-lane highway, Railway agrees to pay all the costs of reconstructing the grade crossing, except additional right of way which is provided for in paragraph 6. hereinbelow, including but not limited to reconstruction of the track structure, preparing the same to receive surfacing materials furnished and applied by State, and rearranging signals, lighting, drainage, signal and communication lines, etc.

6. At such future time as State's highway construction projects in the area shall so require, Railway and Company agrees to furnish to State from their respective lands abutting the present highway right of way, without cost to State, such additional right of way as may be required to accommodate such future highway projects as hereinafter appear; said additional right of way shall be sufficient for a grade separation structure or structures, together with fills or cuts

and ther highway appurtenances, to carry the traffic fro a 4-lane highway. This future reservation and agre ment shall continue even though State may first constr ct ni a 4-lane highway or a 2-lane grade separation structure across the industrial spur track.

IN WITNESS WHEREOF, the parties hereto have affixed their signs and seals.

Dated this_____da of_____, 1965.

ATTEST:

_____

SPOKANE, PORTLAND & SEATTLE RAILWAY COMPANY, a Washington corporation

By_____

ATTEST:

_____

SHELL CHEMICAL COMPANY, a division of Shell Oil Company, a Delaware corporation

By_____

By_____

STATE OF OREGON, by and through its State Highway Commission

By_____
Chairman

By_____
Commissioner

ATTEST:

_____

By_____
Commissioner

APPROVED:

_____
State Highway Engineer

RECEIVED
JUN 25 1965

FORM S-30 80M 7-64 SP*6229-734

FOR FILING
5-1111
6696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1965

To:

SUBJECT:

MEMO TO FILE

On this date, the Highway Commission issued instructions to proceed with the grade crossing at the Shell plant on the S. P. & S. railroad (Lower 30) upon application of the Railroad Company.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JUN 14 1965
FOR FILING
E-1.1
Eic 9 Co

FORM E-50X—60M—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 10, 1965

SUBJECT: Shell Chemical Company Channelization
Columbia City
Columbia County

To:

MEMO TO THE FILES

At 8:30 a.m., June 9, a meeting with Shell Chemical Company representatives was held in Mr. Morgan's office. Present were:

H.J. Bettencourt, Shell Chemical, Engineering Department
C.W. DeLong, Shell Chemical, Plant Manager
F.B. Klaboe, OSHD, Assistant State Highway Engineer
F.D. Morgan, OSHD, Construction Engineer
A.D. Olson, OSHD, Urban Engineer

This meeting was called at Mr. Delong's request in order to discuss the channelization for their proposed development. This had been designed following a recent meeting in regard to approaches and indentures of accesses for their property.

Shell's representatives seemed agreeable to the plan as prepared and requested that an agreement be written so that the Highway Department could prepare a contract and build the facility at Shell Chemical Company's expense. A reconnaissance estimate of the project is $70,000.

As soon as certain design details can be ironed out an agreement will be prepared and forwarded to Shell Chemical Company.

ADO:jp

A.D. Olson
Urban Engineer

cc: F.B. Klaboe
L.W. Rulien

NOTED
F.B. KLABOE

RECEIVED
JUN 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

6-10-65

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No. F-27(6)
FA Const. Proj. No. F-27(7)

Date March 17, 1965
File No. 26407
Section Goble-St. Helens Section 78-24-8
Highway Lower Columbia River
County Columbia

1. Original Grantors: Arnold L. Leppin and Anna Marie Leppin

2. Present Owners: Arnold L. Leppin and Anna Marie Leppin

3. Address of Present Owners: Rt. 1, Box 75A Hillsboro, Oregon

4. Are deed copies attached which will complete chain of title? Not necessary as no changes have been made in ownership.

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
None				

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
184+40	Easterly	35'	Natural Gas distribution. Pipe line check station.	No

7. Reason for Change of Access:

8. Will change affect safety of use or highway traffic capacity? Explain.
No. This road approach will be used infrequently to service gas distribution pipe line.

9. Filing fee of $5 is enclosed X. Fee is waived _____. Road Approach Permit is attached _____.

10. State will construct No. Estimate of cost and check in amount of $_____ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state _____.

RECOMMENDED:

E E Johnston
D M S Resident Engineer

Division Engineer

L. T. Keeler
Construction or Maintenance Engineer

APPROVED:

F B Klaboe
Asst. State Highway Engineer

Title: BUREAU OF PUBLIC ROADS

APPROVED DATE 6-9-65
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By _____ Title District Engineer

copies sent to Keeler, Swan 6-14-65

NOTED

Rev. 5/63
Orig. to R/W Engineer

Lot 6

400' Spiral
S = 2°00'
a = 0.25

183+36.85 P.T.

179+36.85 P.C.S.

PA

179+00
25
See RW 18631

+50

Temp. Const. Ease.

250'

175'

26407

26408

(2)

(3)

Deed RW 18631
B. 134 P. 198

26407

RA

TO GOBLE 1½ Mi.

N. 6°44' 19" W.

582'

185

100'

180

Relocated ℄
9 Mi.
TO ST. HELENS
Final Judg. RW24

(2) 26401

70'

120'

S. 6°14' 12" W.
1028'

+00

120'

75'

+00

Abandoned to County

A. & R. 336

N. 83°38' 19" W.
402'±

185+08.93 P.S.

101+08.93 P.S.C.

400' Spiral
S = 4°00'
a = 0.5

Existin

RA

FINAL SURVEY

ORIGINAL SURVEY

Ditch

200 -12" Conc Pipe

Barn

Existing Columbia River Highway

161+90 Rd Appr Line

R/W Line

N 25°48'35" W

160

75'

100'

165

170

100'

R/W Line

160+29.18 P.S.

400' Sp.
S 2.00
@ 0.25

18" Pipe - 96'
.25 Dr. Exc. 25 cu. yd.

164+29.18 P.S.C.

SEC. 24

SEC. 25

162+60 to 172+40
8" Perf. Metal Drain Pipe - 360'
Special Backfill in Drains - 150 cu. yd.
Dr. Exc. 200 cu. yd.

18" Pipe - 60'
.00 Dr. Exc. 18 cu. yd.

1° C.R.
Ta 19°04'36"
Ts 1162.93'

36" Pipe - 68'
Inlet & Outlet Ditch
(Bottom Width 3', Slopes 2:1)
.38 Dr. Exc. 230 cu. yd.

78" CMP 75'
.17 Dr. Exc. 80 cu. yd.

Cattle Pass 66'
Extended 10'

+0.60%

-1.0%

1,000' V.C.

Finish Grade 12' L

Subgrade

Sel. Subgrade Mat'l.

To Sta. 154+15

S.O.M. 8984 Yd. Sta.

L.O.M. 5 C.Yd. Sta.

Emb. on Sheet 5

S.O.M. 51,000 Yd. Sta.

Exc. 16,530

Exc. 1699

Exc. 14,071

Emb. 11,178.5

Exc. 33

Emb. 27

Exc. 1740

Emb. 1455

From Sta. 153+15

S.O.M. 40,248 Yd. Sta.

L.O.M. 894 C.Yd. Sta.

From Sta. 153+70

S.O.M. 4350 Yd. Sta.

Emb. 1587 (Sel. Sub. Mat'l.)

20

10

0

160

165

170

T. 6 N., R. 2 W., W.M.

FED ROAD Div No.	STATE
8	OREGON

Columbia River Highway

Approach

Easement Line

Approach

12" Conc Pipe

Proposed 184+40 Access

179+36.65 P.T.

183+36.65 P.T.

185+08.33 P.S.

189+08.33 P.S.C.

N 6° 44' 19" W

36" Pipe-68' Inlet & Outlet Ditch (Bottom Width 3', Slopes 2:1) Dr. Exc. 230 cu. yd.

78" CMP 75' Dr. Exc 80 cu. yd.

Cattle Pass 65' Extended 10'

18" Pipe 159'

36" Pipe-128' Inlet Ditch, L.t. (Bottom Width 3', Slopes 2:1) Dr. Exc. 115 cu. yd.

400' Sp. 2°00' a 0.25

400' Sp. 3°40' a 0.5

8" Perf. Metal Drain Pipe - 720'
Special Backfill in Drains - 109 cu. yd.
Dr. Exc 185 cu. yd.

18" Pipe-81' Dr. Exc. 30 cu. yd.

Finish Grade 12' Lt. or Rt. -1.0%

Counter Balance Grade?

800' V.C.

100 29.46

S.O.H. 22,000 Yd. Sta.

Emb. 10,827

Exc. 1740
Emb. 1455

Emb. 12,822

Exc. 15,098

Exc. 12,951

Exc. 15,031

Exc. 2541

Emb. 2128

Yd. Sta. 1.O.H. 834 C-Yd. Sta.

Emb. 7319 (Sat. Sub. Mat'l.)

175

180

185

5V-371

N., R.2 W., W.M.

TIDE CREEK SECTION COLUMBIA RIVER HIGHWAY COLUMBIA COUNTY				SHEET No. 6
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	F-27(7)		See Index

REVISED AS CONSTRUCTED
8-60 . CONTRACT 2063

2/2/3

ABC

Approach

Easement Line

Easement Line

400' Sp.
S 4.00
a 0.05

185+08.93 P.S.

189+09.93 P.S.C.

R/W Line

175

180

185

190

N6°44'19"W

179+36.05 P.S.

Approach

12" Conc. Pipe

400' Sp.
S 2.00
a 0.25

183+36.05 P.T.

Proposed 184+40 Access

+00

+25

+20

+46

36" Pipe - 42'
Inlet Ditch, L.H.
(Bottom Width 3', Slopes 2:1)
Dr. Exc. 115 cu. yd.

12" Conc. Pipe 60'

8 - 179+00 to 186+20
8" Perf. Metal Drain Pipe - 720'
Special Backfill in Drains - 109 cu. yd.
Dr. Exc. 185 cu. yd.

18" Pipe - 81'
Dr. Exc. 38 cu. yds.

100 29.46

800' V.C.

For Pt. 7

Balance Grade 7

S.O.M. 22,000 Yd. Sta.

Exc. 12,951

Exc. 15,038

Emb. 12,622

Exc. 15,091

Exc. 2541

Emb. 2128

To Sta. 240+45.55

Exc. 7551

Exc. 184

Emb. 134

Exc. 116

Emb. 82

Emb. 7375 (Sat. Sub. Roll.)

410

390

370

175

180

185

190

RECEIVED
JUN 28 1965
FORM E-90 SOM 12-60 84670
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1965

To: MEMORANDUM TO THE FILE

SUBJECT: Industrial Spur Track
Grade Crossing
Memo to the File of June 7, 1965,
by J. N. Hershberger
S.P. & S. Ry.
Columbia City

The purpose of this memo is to resolve any misunderstanding which might possibly arise from subject memo of June 7.

Paragraph 4 of said memo states that a stipulation was made by the parties. - This is not an exact report. A proposal for stipulation was made by the Railway which seemed to merit presentation by both parties to their principals. The fact that the stipulation was a proposal only, does appear in the next to last paragraph of the memo of June 7. However, in view of the language which appears prior to said next to last paragraph, it was felt that this point should be clarified. - No stipulation was entered into.

Such clarification is desirable also in view of subsequent developments. Your writer has been informed that the Highway Commission has rejected the Railway's proposal for a 50-50 division of costs of a future 2-lane overcrossing project. Also, subsequently, it appears that State's position rejecting as "unacceptable" any highway undercrossing project has been modified.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

cc: Forrest Cooper
Lloyd P. Shaw
Fred Klaboe
G. E. Rohde

RECEIVED
JUN 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
JUN 10 1965

FORTI IG

5-1111

6616

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 9, 1965

To: Memo to the File

SUBJECT: Shell Oil - Railroad Grade Crossing Columbia City

Following the meeting in my office between various members of the Highway Department and officials of the SP & S Railroad Company reported on under date of June 7 by Utilities and Railroad Attorney J. N. Hershberger, I was instructed by Mr. Cooper to transmit certain information to the railroad company:

(1) The 50-50 split of costs proposed by the railroad company for a grade separation facility consisting of taking the highway over the railroad is unsatisfactory. This proposal would have been based on a two-lane separation facility built to present day standards but at actual costs at the time of construction. The time of construction would have been established by the P.U.C. Commissioner.

(2) Terms that would be acceptable to the State Highway Department were for the railroad company to pay 100 percent of all the costs of a two-lane separation facility. Whether the highway facility would go over or under the railroad would be determined by the State Highway Department and the physical work leading to the separated facility must be started within three years of the signing of the agreement setting it up.

I did transmit this information by phone to Mr. Hal Moy, Chief Engineer for the SP & S Railroad Company on June 7 and asked him what steps he desired to take now. Mr. Moy informed me that our latest proposal was unacceptable to them and that he would have to confer further with his officials before taking any further steps.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. G. E. Rohde
Mr. J. N. Hershberger
Mr. F. D. Morgan; Mr. T. W. Litchfield

FORM S-30 SOH 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 7, 1965

To: MEMORANDUM TO THE FILE

SUBJECT: Industrial Spur Track
Grade Crossing
Spokane, Portland and Seattle Railway
Columbia City

A conference was held on June 3, 1965, relative to the above-titled matter, in the office of Assistant State Highway Engineer, Fred Klaboe. Representing the Railway were Mr. Hal Moy, Chief Engineer, and Mr. Richard Franzke, Counsel; representing the Highway Department besides Mr. Klaboe were Chief Counsel, George E. Rohde, and Staff Attorney, J. N. Hershberger. Mr. Lloyd Shaw, Assistant State Highway Engineer, was called into the conference for clarification on points discussed at a prior meeting in his office on this same subject.

The Department has no objection to construction of the crossing at grade with the proposed signalization with flashing lights mounted on 12-foot cantilever arms equipped with gongs and 12-foot wide "set-out" lanes for traffic which must stop for the crossing.

The problem which is foreseeable is the probable construction in a relatively short time of a grade separation project, caused by this new spur track. State plans to extend its 4-lane highway through this area in the near future. Said 4 lanes end presently in Columbia City, but State owns a 4-lane right of way through the area of the spur crossing.

Because State could be assessed with 90% of the cost of the subsequent grade separation project, it has been stipulated by the parties that Railway and State will each pay one-half (50%) of the project cost, when built, of a 2-lane highway overcrossing project built to todays' standards. Said current standards are to be shown on the Exhibit drawing attached to and made a part of the construction agreement.

Information furnished by Mr. Klaboe and confirmed by Mr. Shaw reflects the following estimated costs:

1. 4-lane overcrossing project - $1,400,000 - such project will have 4200 feet total for its approaches.

Cabinets proposed by Spokane, Portland & Seattle Ry. Co.

NOTE F.B. KLABOE

2. Highway undercrossings - $700,000 and $600,000 - depending upon the location. The Highway Department has deemed these undercrossings to be unacceptable.

3. 2-lane overcrossing project - $860,000.

4. Rerouting the highway southerly of the Shell Company area to A-2 highway standards, but not including right of way cost - $1,200,000.

All parties agree that if funds were available No. 4 would be most desirable, but neither party has such funds available now nor in the foreseeable future. Strangely, Shell Chemical is strongly opposed to such a move of the highway which presently bisects its property.

The agreed stipulation concerns item No. 3 above.

Mr. Klaboe expected to have an answer affirming the proposal of State's 50% participation on Friday, June 4, for Mr. Moy. State Highway Engineer, Forrest Cooper, would presumably be obtaining telephonic approval of the Commissioners.

Time is getting short to get an Order from the Public Utility Commissioner and build the crossing by August 1, 1965. The Railway will, of course, make the application to the Commissioner.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

cc: Forrest Cooper
Lloyd P. Shaw
Fred Klaboe
G. E. Rohde

RECEIVED
JUN 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL MAY 26 1965
FOR FILING

5-1111

6696

May 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Re: Indenture of Access
R/W Files 21314, 21315, 21316
Goble-St. Helens Section
Columbia River Highway
Oregon Project No. F-27(5)

Dear Sir:

When right-of-way was acquired for the subject project in Columbia County, we controlled the access, granting access points at specific locations to the adjacent properties.

Right-of-way on this section was acquired under the Tide Creek-St. Helens Unit of the Goble-St. Helens Section, Columbia River Highway, Columbia County, without Federal participation.

The project was constructed under Project No. F-27(5), Tide Creek-St. Helens Unit of the Goble-St. Helens Section, Columbia River Highway in Columbia County. Construction has been completed.

Attached in duplicate are copies of Sheet No. 9 of the construction plans for this project. The location of the points of access to be revised are shown in red. There will be no change in the right-of-way lines. Attached in triplicate is an information sheet for this indenture.

When this property was acquired in 1954, access was controlled in order to limit the number and control the usage to prevent conflicts with highway traffic. In general, the affected property owners were provided with the same numbers and types of access points which they had prior to our acquisition. Provisions were not made for possible future requirements. This proposed indenture will serve a chemical plant which produces fertilizers and glue. Standard speed change lanes and other traffic control devices will be designed to control traffic using these approaches.

The relinquishment of access control at this location is not contrary to the public interest because the changes in use of these accesses represent a normal and natural process of the economical growth of this area. Also, the total number of accesses in this area will be reduced by two, removing points of conflict with traffic using the highway.

As mentioned before, no Federal funds were involved in the acquisition of right-of-way on this project. Although access was controlled, no damages for access restriction accrued to the property remaining due to the access points which were reserved for the property owners' use. No consideration, therefore, is involved in the proposed changes.

Attached are three prints of a section of the right-of-way map showing these changes.

Your concurrence in this grant of access is requested. When approved, please return two signed copies of the information form.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. N. Hinkee
Assistant State Highway Engineer

Attachments

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. W. T. Wright
Mr. L. W. Ralien
Mr. J. F. Hagemann

DES:bjm srb

FORM E-10 BOM 3-63 BP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1965

SUBJECT: Indenture of Access
R/W Files 21314, 21315, 21316
Goble-St. Helens Section
Columbia River Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request for an indenture of access and a sketch map pertaining to a request by Shell Chemical Company for a change in location, width and use of two existing access points and deletion of two other existing access points on the westerly side of the highway three miles north of St. Helens. The request is made to provide service to a proposed commercial development.

This matter has been discussed with the Bureau of Public Roads' Area and District Engineers, who have no objections to the proposal from an engineering standpoint. However, since this request involves a change in use restriction, it will require review beyond the local BPR office.

Attached is a rough draft of a letter to the Bureau of Public Roads requesting their concurrence in this matter. Copies of the access information form, construction plans and right of way map prints are also attached for submission to the BPR.

We will retain in this office the road approach application forwarding the filing fee and a copy of the information form to the Right of Way Section so they may prepare the legal documents.

It is recommended that the indenture be approved.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

DES:bjm
Attachments

cc: W. T. Wright (w/attachs.)
L.W. Rulien
J. F. Hagemann

Approved F. B. Klaboe
Asst. State Hwy. Engr.

RECEIVED
JUN 27 1965

FC FORM 4-INC-ION—1-65 SP*6418-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1965

To: MEMO TO THE FILES

SUBJECT: Indentures of Access
Shell Chemical Company Property
Goble-St. Helens Section
Columbia River Highway

A meeting was held at 8:30 A.M. this date in the Construction Division office with representatives of Shell Chemical Company to discuss their request for indentures of access on the subject section. Those present representing Shell Chemical Company were Mr. C. W. DeLong and Mr. Frank Bettencourt. Those representing the Highway Department were Assistant State Highway Engineer Lloyd Shaw, Construction Engineer Frank Morgan, Urban Design Engineer Adrian Olson and Staff Assistant Dorland Swan.

Mr. Shaw objected to the staggered crossing which would occur under Shell's proposed plan for the most southerly approach on the west side of the highway. (The highway runs north and south at this point.) Shell would not consider moving either this access south or moving the existing road approach on the east side of the highway north, contending that cross traffic between these two points would be very minor.

After considerable discussion, Shell agreed to the elimination of the point of access at Station 374+70. Shell will construct a frontal road from the proposed access at Station 380+13 to serve this area or will serve it in some other manner.

Shell advised us that the access at Station 384+65 would only be in use by construction crews until the plant construction was completed. When construction is completed, Shell will obliterate this approach. The use of this access, for this purpose, is not considered to be in violation of the existing use restriction. This was further checked and corroborated by Mr. Rohde this afternoon.

These changes in Shell's original plans will result in a reduction of the number of access points to three, one of which will be taken out of service upon completion of the plant construction. The changes are indicated on the attached print of the right of way map.

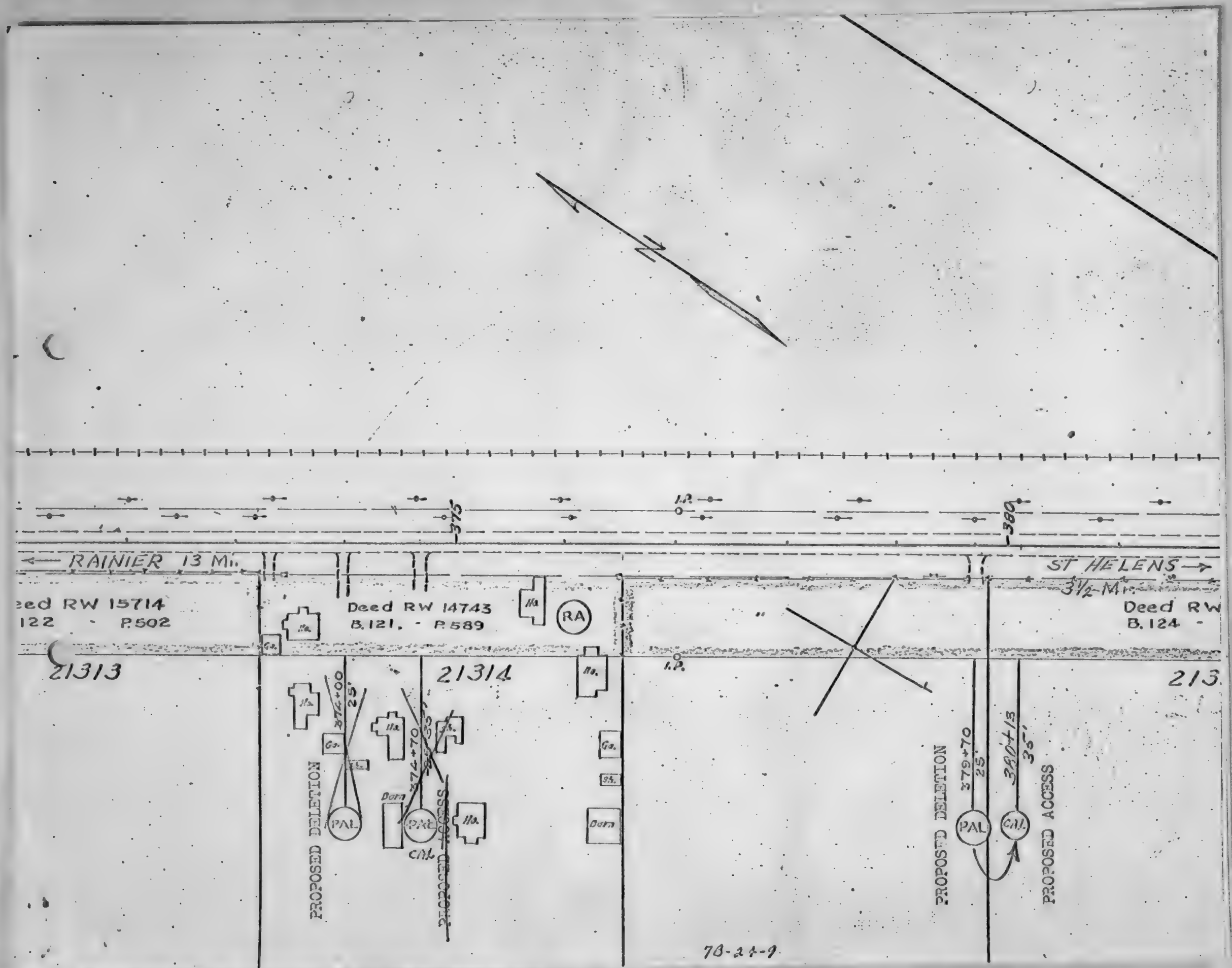
The requirements regarding speed change lanes were discussed. These will be designed by the Urban Design Section and Shell advised as to their responsibilities.

The grant of access information forms will be revised and a rough draft of a letter to the Bureau of Public Roads requesting their concurrence will be prepared shortly.

D. E. Swan
Staff Assistant

DES:fp
Attach.
cc: F. B. Klaboe
L. P. Shaw
L. W. Rulien
A. D. Olson

RECEIVED
MAY 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER


RAINIER 13 Mi.
ST HELENS
3½ Mi.
Deed RW 15714
B. 122 - P. 502
Deed RW 14743
B. 121. - P. 589
Deed RW
B. 124 -
21313
21314
213
RA
PAL
CAL
Dorm
Ga.
PROPOSED DELETION
PROPOSED DELETION
PROPOSED ACCESS
379+70
380+13
25'
35'
315
380
I.P.
78-24-9

S. 29° 49' 55" E.

385

390

RAINIER 1½ Mi.

ST. HELENS
3½ Mi.

Deed RW 15098
B. 122 - P. 109

RA

RA

21316

I.P.

I.P.

I.P.

384+65
25'

PROPOSED ACCESS

No change

3 BAT+13
35'

PROPOSED ACCESS

390+60
25'

PROPOSED DELETION

BAL

BAL

CAL

CAL

House

Sh.

Chicks.

Barn

Silo

Milk Ho.

Sh.

Barn

Silo

Y3-24-9

RECEIVED
MAY 17 1965
FOR FILING
5-1111
6696

Salem, Oregon 97310
May 14, 1965

Mr. G. L. Decker
Assistant Construction Engr.
B U I L D I N G

Indenture of Access
Goble-St. Helens Section
Lower Columbia River Highway
R/W Files 21314, 21315, 21316

Reference is made to the request by the Shell Oil Company that five existing restricted accesses be changed to four commercial or unrestricted accesses.

As stated in your letter of May 5, the Bureau of Public Roads are opposed to this change and have advised you that the approval of this request would require action at the Washington, D. C. level.

Please advise the Shell Oil Company that we feel it would be better if they would give serious consideration to the construction of a frontal road to handle this proposed indenture procedure. Your letter to the Shell Oil Company should also advise them that there are certain requirements for acceleration and deceleration lanes in connection with the granting of a change from private to commercial access.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Mr. Larry Bulick

FORM E-20 80M 3-65 SP°8670-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 5, 1965

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Indentures of Access
Goble-St. Helens Section
Lower Columbia River Highway
R/W Files 21314, 21315, 21316

A request for indentures of access has been received from Shell Oil Company on the subject section. The changes (depicted on attached print) are requested to serve a proposed chemical plant.

There are five existing access points at this location; all are restricted in use. The requested change would eliminate one access and change all others to commercial or unrestricted.

These changes have been discussed with the Bureau of Public Roads' Area and District Engineers. They are opposed to changing the private accesses to commercial. The request will have to be forwarded to the Bureau of Public Roads' Washington office for approval, thus requiring considerable delay.

This situation is very similar to another which developed on the Tualatin Valley Highway, just west of Beaverton. Here General Motors Corporation applied for five accesses which were granted by the Commission. After this, General Motors was contacted by Mr. Edwards (see copy of attached correspondence) requesting that they give every possible thought to reducing the number of accesses through the use of frontal roads. This was done. Radal Western Corporation, purchasers from General Motors, subsequently revised their layout so that accesses connect to a frontage road built by them.

The same pattern could be developed on the subject request, and would be acceptable to the Bureau of Public Roads. Believing it is worthy of consideration we will hold further action until advised.

F. D. Morgan
Construction Engineer

By G. L. Decker
G. L. Decker
Assistant Construction Engineer

GLD:bjm
Attachments

cc: L. W. Rulien

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-80 8M 7-64 SP*6219-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
April 16, 1965

To: Mr. F. D. Morgan
Construction Engineer
Salem

SUBJECT: Applications for Indentures and Approaches
Lower Columbia
Goble-St. Helens Section
Shell Chemical Co.

The Shell Chemical Company, a division of the Shell Oil Company, has acquired property on both sides of the highway for the development of a fertilizer plant, etc. In planning their development they have found it necessary to request the following:

Cancel			Grant		
Sta. 374/00 W	25'	PAL			
Sta. 374/70 W	25'	PAL	Sta. 374/70 W	35'	COM
Sta. 379/70 W	"	"	Sta. 380/13 W	"	"
Sta. 384/65 W	"	"	Sta. 384/65 W	"	"
Sta. 390/60 W	"	CAL	Sta. 388/13 W	"	"

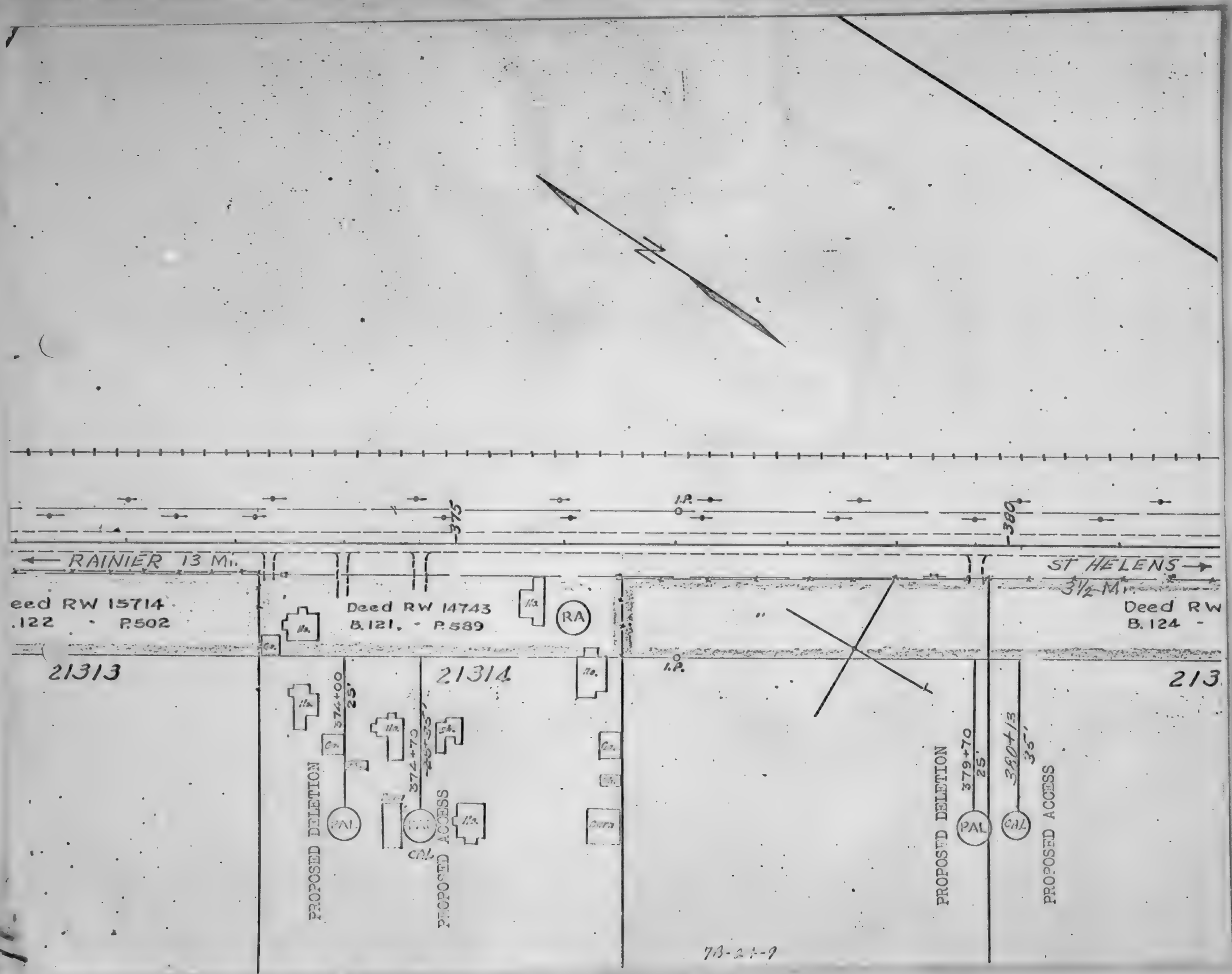
In addition to the above maneuver they are requesting road approaches at Sta. 374/30 and 390/73 on the easterly side in an area where the access is not controlled. Attached are the indenture of access forms, the standard road approach application form, the necessary deed information, etc., to accomplish the requested changes. Your approval is recommended.

At the time these requests were initiated it was thought necessary to process four indentures of access; hence a check in the amount of $20 is attached. However, in reviewing the matter, two existing approaches were cancelled in lieu of one additional. Consequently they are entitled to a $5 refund.

L. W. Rulien
Division Engineer

LWR/lh
Enc.
cc: E. E. Johnston

CONSTRUCTION DIVISION
RECEIVED
APR 19 1965
NOTED- CE ACE ACE COE


375
I.P.
380
RAINIER 13 Mi.
ST HELENS
3½ Mi.
Deed RW 15714
.122 - P.502
Deed RW 14743
B.121, - P.589
Deed RW
B.124 -
RA
21313
21314
213
I.P.
374+00
25'
374+70
25'-35'
PROPOSED DELETION
PROPOSED ACCESS
PAL
CAL
379+70
25'
380+13
35'
PROPOSED DELETION
PROPOSED ACCESS
PAL
CAL
73-21-9

I.P.

385

S. 29° 49' 55" E.

390

I.P.

← RAINIER 13 Mi.

ST. HELENS →
3 ½ Mi.

Deed RW 15098
B. 122 - P. 109

RA

RA

21316

I.P.

384+65
25-35'

PROPOSED ACCESS

CAL

Ho.

Sh.

Ch. Ho.

Barn

Silo

Milk Ho.

Sh.

Silo

3+88+13
35'

PROPOSED ACCESS

CAL

390+60
25'

PROPOSED DELETION

71-24-9

RECEIVED
MAY 14 1965

FORM E-BDN—BDN—1-65 SP*6416-734

FOR FILING

5-1111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1965

To: MEMO TO THE FILES

SUBJECT: Indenture of Access
Goble-St. Helens Section
Lower Columbia River Highway
R/W Files 21314, 21315, 21316

A Mr. C. W. DeLong, Plant Manager of Shell Chemical Company, telephone from Ventura, California at 11:55 A.M. and 3:00 P.M., May 11, 1965, concerning the subject access request.

He asked the present status of the request and what, if anything, he could do to help expedite it. I informed him that the request was presently in my possession, that it had been presented informally to the local representatives of the BPR and outlined for him the routing which the request would have to follow prior to issuance of road approach permits.

The request for indenture of access concerns five existing access points on the westerly side of the highway, restricted to residential use, which they propose to reduce to four accesses with commercial usage. The access points will serve a chemical plant. There is also included in this request, application for two road approach permits on the easterly side of the highway where access is not controlled. These applications I will forward to the Permit office for handling.

Mr. DeLong indicated that he would probably come to Salem next week to see personally what he could do to expedite these matters.

On May 5, 1965 this office wrote to Mr. Klaboe concerning the possibility of reducing the number of access points by the use of a frontage road on the westerly side of the highway. When Mr. DeLong first called, I assumed he was referring to this possibility and briefly referred to this. However, he knew nothing of it, so I let the matter drop.

I told Mr. DeLong that I would forward the two road approach applications on the unrestricted side to the Permit office and that I would continue to process the

requests for indenture as rapidly as possible.

Mr. DeLong was very pleasant and seemed to understand the unavoidable delays in securing the changes; however, he was anxious to expedite their request since it will affect the continued development of this multi-million dollar plant.

D. E. Swan
Staff Assistant

DES:bjm

cc: F. B. Klaboe
W. T. Wright
L. W. Rulien
J. F. Hagemann

RECEIVED
MAY 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
7-1965
FILING
5-1111
6696

May 7, 1965

Mr. H. F. Hoy, Chief Engineer
Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

Re: SP & S Railroad Crossing
Request of Columbia City
Columbia River Highway

Dear Mr. Hoy:

Since the retirement of one of our Assistant State Highway Engineers and my appointment to fill the vacancy created, there has been a shifting of certain duties within our Administration Section. I have assumed many of the duties formerly under the direction of Mr. Lloyd Shaw.

At the March 18 meeting between representatives of your Company and Mr. Shaw and others of our Department, it was suggested that a future possible grade separation of the highway facility and the railroad could be shared on a 50-50 basis; said cost being the entire cost to the State Highway Department for the separation.

Your letter of April 27 suggests a 40 percent railroad commitment and a 60 percent Highway Department commitment for the grade separation structure alone. This is so far removed from the 50-50 basis originally suggested that it does not constitute an equitable compromise to the State Highway Department. Under the circumstances, it must be rejected.

If I have misinterpreted your proposal and the 40-60 split is for the entire cost of the separation facility, please advise immediately, and I will take the matter up with our Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

FDK:mrb
cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. G. E. Rohde; Mr. F. D. Morgan

FORM E-30 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
MAY 4 1965

Salem, Oregon
April 29, 1965

SUBJECT: SP&S Railroad Crossing
Columbia City
Columbia River Highway (2W)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

The attached letter from SP&S Railway indicates the Railroad is backtracking on what was suggested during the March 18 meeting with H. F. Moy and Richard Franzke in my office. At that time it was suggested that the Railroad accept 50-50 participation in the reconstruction of the highway to permit a grade separation of this highway with the proposed railroad spur track at Columbia City, if and when the Public Utility Commission issued an order such grade separation be constructed.

You will note it is now proposed to commit the Railroad to not more than 40 per cent of the cost of the grade separation structure. The wording in the letter does not include the remaining cost of elevating approximately one-half mile of highway to connect to the ends of the structure.

At the time of the meeting, March 18, it appeared that anything we could obtain in the way of participation would constitute a "gravy item" since the Shell Oil Company apparently has used approaches through other channels to obtain the railroad connection to the proposed plan.

The Railroad's suggestion, however, is completely lacking in equity and should include cost of reconstruction of the highway rather than installation of the structure only. I hold only a fragile hope that this can be obtained and will be happy to discuss this with you at any time.

I have not replied to this SP&S letter of April 25.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter

NOTED
5-5-65
W. H. TEBEAU

It would appear that a grade separation will require gravy. It is a railway - not highway - but I suppose

FORM 1812

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER

1101 N. W HOYT STREET
PORTLAND, OREGON 97207

April 27, 1965

...STED
LLOYD P. SHAW

Mr. Lloyd P. Shaw
Asst. State Highway Engr.
Oregon State Highway Dept.
Salem, Oregon

Dear Mr. Shaw:

I refer you to previous meetings we have had with you and your staff relative to the construction of a grade crossing of the Lower Columbia River Highway near Columbia City, Oregon, by the S.P.& S. Railway to serve the new Shell Chemical Company plant to be constructed on the south side of US Hwy 30 in that vicinity. Particular reference is made to the last meeting in your office on March 18, 1965, when your Chief Counsel, Mr. George E. Rohde, and Mr. J. N. Hershberger, Utilities & Railroad Attorney, were present along with Mr. Richard Franzke, counsel for the S.P.& S. Railway, and myself.

I have had a considerable number of discussions with our management since that time with regard to the division of cost suggested at the March 18th meeting, which division would be on a 50-50 basis. This is to advise you that the S.P.& S. Railway cannot commit itself to more than 40% on the costs of a grade separation structure which means that the Highway Department would have to assume 60% of same. The railroad is agreeable to assuming the costs of set out lanes as well as automatic flashing light

signals if so ordered by the Public Utility Commissioner after application for such a crossing is filed with the Commissioner. I would appreciate your taking this matter up with your Highway Commission on the 60-40% basis as mentioned above. If the Commission is agreeable to such a division of cost I would then suggest that your Mr. George Rohde prepare the necessary documents with the help of our counsel, Mr. Franzke. When Messrs. Franzke and Rohde are in agreement as to the wording of this particular agreement, same will be placed in line for execution on behalf of the S.P.& S. Railway.

Shell Chemical Company is quite anxious to get this settled as they desire trackage into the site not later than August 1st. Your expediting this particular matter would be appreciated.

Very truly yours

H F May

Chief Engineer

HFM-o

cc-Mr. G. E. Rohde

RECEIVED
APR 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY COMMISSION

RECEIVED
JUN 14 1965

4-13-65

C-1111

6696 FOR BUR. USE ONLY

FA Joint Proj. No. F-27(4)

Date April 13, 1965
File No. 22614
Section Goble - St. Helens
Highway Columbia River
County Columbia

APPLICATION FOR GRANT OR INDENTURE OF ACCESS

1. Original Grantors: George W. and Maud J. Mills

2. Present Owners: Shell Chemical Company, a Division of Shell Oil Company

3. Address of Present Owners: 100 Bush Street, San Francisco, California

4. Are deed copies attached which will complete chain of title? Yes

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
374+00	West	25'	P.L.	Yes
374+70	West	25'	P.L.	Yes

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
XXXXX	XXXXX	XXX	XXXXXXXXX	XXX

7. Reason for Change of Access: To serve industrial development

8. Will change affect safety of use or highway traffic capacity? Explain.

9. Filing fee of $5 is enclosed Yes. Fee is waived ____. Road Approach Permit is attached Yes.

10. State will construct No. Estimate of cost and check in amount of $_____ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state _____.

RECOMMENDED:

[signature]
Asst. D M S Resident Engineer

[signature]
Division Engineer

Construction or Maintenance Engineer

APPROVED:

[signature]
Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

Rev. 5/63

orig to Dist.
Copy to Maintenance
6-14-65

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No. F-27(5)

Date April 13, 1965
File No. 21315 L2231
Section Goble - St. Helens
Highway Columbia River
County Columbia

1. Original Grantors: Frank Trachel and Elma Trachel

2. Present Owners: Shell Chemical Company a Division of Shell Oil Company

3. Address of Present Owners: 100 Bush Street, San Francisco, California

4. Are deed copies attached which will complete chain of title? Yes

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
379+70	West	25'	PAL	Yes
XXXXX	XXXXX	XXX	XXXXX	XXX

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
380+13.12	West	35'	Unrestricted	No
XXXXX	XXXX	XXXX	XXXXXXXXX	XXX

7. Reason for Change of Access: To serve industrial development.

8. Will change affect safety of use or highway traffic capacity? Explain.

9. Filing fee of $5 is enclosed Yes. Fee is waived _____. Road Approach Permit is attached Yes.

10. State will construct No. Estimate of cost and check in amount of $_____ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state _____.

RECOMMENDED:

_____ Resident Engineer
and D M S

_____ Division Engineer

_____ Construction or Maintenance Engineer

APPROVED:

_____ Asst. State Highway Engineer

Title: BUREAU OF PUBLIC ROADS

APPROVED: ... Asst. ... Oregon Div., Bureau of Public Roads
By ... Title ...

Rev. 5/63

INFORMATION FOR GRANT OR INDENTURE OF ACCESS

OFFICE USE ONLY
FA R/W Proj. No.
FA Const. Proj. No. F-[illegible]

Date April 13, 1965
File No. 21316
Section Goble - St. Helens
Highway Columbia River
County Columbia

1. Original Grantors: Loyal L. and Doris D[illegible]p Cody

2. Present Owners: Shell Chemical Company a Division of Shell Oil Company

3. Address of Present Owners: 100 Bush Street, San Francisco, California

4. Are deed copies attached which will complete chain of title? Yes

5. Access Point to be Canceled:

Station	Side of Highway	Width	Use Restriction	Constructed?
390+60	West	25'	PAL	Yes

6. Access Point to be Granted:

Station	Side of Highway	Width	Use Restriction	Constructed?
388+13.22	West	35'	Unrestricted	No

7. Reason for Change of Access: To serve industrial development

8. Will change affect safety of use or highway traffic capacity? Explain.

9. Filing fee of $5 is enclosed Yes. Fee is waived _____. Road Approach Permit is attached Yes.

10. State will construct No. Estimate of cost and check in amount of $_____ attached hereto. Descriptions are attached covering additional right of way to be deeded by owner to the state _____.

RECOMMENDED:

[signature]
Asst. D. E. S. Resident Engineer

[signature]
Division Engineer

[signature]
Construction or Maintenance Engineer

APPROVED:

[signature]
Asst. State Highway Engineer

Title:
BUREAU OF PUBLIC ROADS

[illegible]

Rev. 5/63

RECEIVED
APR 12 1965
FOR FILING

5-1111

6696

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1965

SUBJECT: S. P. & S. Grade Separation
Columbia River Highway
Columbia City

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

Building

Following up on your memo of March 23, 1965, relative to the above subject, I called Mr. Frantzke, attorney for S. P. & S., to see if he had received any further word from his principal to proceed with drafting an agreement along the lines discussed at the conference referred to in your letter.

My call was on Monday, April 5. At that date Mr. Frantzke had not received any word from the S. P. & S. He said Mr. May would be out of the city all this week. He said he would contact him on his return for further word.

Meantime, I am having Mr. Hershberger work on a draft of agreement that can be used in any further discussions.

G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. Fred B. Klaboe
Mr. Frank C. McKinney

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO
LLOYD P. SHAW

RECEIVED
MAR 31 1965
FOR FILING

7-64 SP*6228-734

5-1111

6.6.91c

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 23, 1965

To: MEMO TO THE FILE

SUBJECT: Grade Separation
Columbia River Highway
Columbia City

On March 18, Dick Franzke and Hal Moy of SP&S Railway discussed with Messers. Rohde, Morgan, Hershberger, and Shaw, possibilities of cooperation in ultimate construction of a grade separation at Columbia City in connection with a proposed railroad siding. The siding is expected to provide the principal transportation facility for products to be manufactured by the Chemical Division of Shell Oil Company for a plant to be established near Columbia City.

As explained to us at a meeting held March 1, the Shell Company made it plain that its installation would depend upon rail transportation of construction materials and equipment to the site August 1 of this year.

Mr. Moy's concern at this time is to be able to meet this schedule with a spur track to be constructed from the SP&S main line northeast of the Columbia River Highway across the highway to a yard and switching area which will be built in connection with the Shell manufacturing plant. On the basis of traffic anticipated from the Shell installation, the SP&S feels it cannot justify participation in a grade separation installation at this time. Furthermore, construction of this type facility would make the August 1 deadline impossible to meet.

After approximately four hours of discussion, the best arrangement we seem able to obtain from the SP&S might be a 50-50 participation in revision of the highway to obtain a grade separation at this point if and when so ordered by the Public Utilities Commission.

In reviewing the somewhat involved background of this matter, Mr. Cooper has indicated that he would be willing to recommend approval of an agreement based on this 50-50 financial arrangement.

I am asking Mr. Rohde to follow through with Mr. Franzke, attorney for SP&S, in drafting an agreement including participation as stated above which would also include provision for protection of traffic during construction of the spur track, both during construction and after its installation. Flashing signal lights and the requirement for crossing under the added protection of a watchman or members of the train crew should also be included.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
G. E. Rohde
Victor D. Wolfe

FORM E-30 BDM 7-64 SP*6229-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1965

To: MEMORANDUM TO THE FILE

SUBJECT: Conference
S.P. & S. Rwy. X-ing
Columbia City Area
Columbia River Highway
Columbia County

On March 18, 1965, a meeting was held in the office of Assistant State Highway Engineer Lloyd Shaw, at which were present from the Railway Company, Mr. H. F. Moy, Chief Engineer, and Mr. Richard Franzke, Counsel for the Railway; and from the Highway Department were Mr. Shaw, Mr. Frank Morgan, Construction Engineer, Mr. George E. Rohde, Chief Counsel, and Mr. J. N. Hershberger, Staff Railroad and Utilities Attorney.

The matters for determination were the type of crossing which was acceptable to the parties and the ratio of participation in the costs of such a crossing by the parties.

Railway desires to construct an industrial spur grade crossing upon and across the right of way of the lower Columbia River Highway, Primary State Highway No. 2, between Columbia City and Deer Island to accommodate the new Shell Oil Company chemical plant at Columbia City. It does not wish to construct a grade separation structure because of lack of present funds and the speculative nature of future revenue to be derived from said spur.

The Highway Department is opposed to construction of such a hazard to the travelling public as in 1962 the annual average daily traffic was 4,000 vehicles and that rate is constantly increasing. Industrialization on the lower Columbia is increasing as well as tourism. Tourism may be greatly affected by the Astoria Bridge. The Department has plans for a 4-lane highway to replace the 2-lane highway currently in use. Cost of constructing one 2-lane overcrossing structure is estimated at slightly over $600,000.

In the course of discussion, it was proposed that the Railway might make application to the Public Utility Commissioner for a grade crossing, which would be designed and constructed with State's 4-lane highway in mind. The proposal also provided that at such time in the

future as said Commissioner, by exercise of continuous jurisdiction or by complaint filed under ORS 763.170, should determine that said grade crossing shall be replaced with a grade separation structure, Railway and Highway Department would construct the same, sharing the costs thereof upon an apportionment ratio to be agreed upon. It was suggested by the Department representatives that a 50-50 basis might be agreeable, and Mr. Moy was of the opinion that the Railway could live with such a percentage arrangement. Both parties were to consult with their principals as to whether such a proposal would be satisfactory.

It was suggested that Mr. Rohde and Mr. Franzke attempt to draw up a construction agreement for the grade crossing. Said agreement shall contain a construction cost-sharing stipulation in reference to any future grade separation structure for the crossing.

The costs for installing and signalizing the grade crossing would, of course, be borne by Applicant Railway.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

cc: Mr. H. F. Moy, Chief Engineer
Spokane, Portland and Seattle
Railway Company
1101 N. W. Hoyt, Portland

Mr. Richard Franzke
Attorney at Law
Yeon Building, Portland

Mr. Lloyd P. Shaw
Mr. Frank Morgan
Mr. G. E. Rohde
Mr. Frank C. McKinney

RECEIVED
MAR 17 1965
FOR FILING

Salem, Oregon
March 16, 1965

Mr. G. E. Rohde
Chief Counsel

Shell Chemical Company Plant
Columbia City
Lower Columbia River Highway

With reference to your memorandum of March 12, a meeting on March 17 would be satisfactory to me. Both the 17th and 18th are occupied, in theory, by a Division Engineers' meeting but I am sure it will progress satisfactorily without my help for a few hours.

The matter of a revocable permit mentioned in your memo did not receive any concurrence on the part of the State Highway personnel but was brought up as a possible approach which Shell Chemical and SP & S might use after I had rejected a grade crossing and they had rejected their construction of a railroad grade separation.

It was my feeling they would take the route through the Governor's office, which they have done, and that we would be hung with some kind of crossing or the expense of construction of a grade separation. We are now estimating the cost of a grade separation based on two possibilities, one, the railroad would overpass the highway and, two, the highway would overpass the railroad. The locations of the two plans are not the same. The railroad over the highway would be located a considerable distance south of the other type of separation.

I believe a meeting with these people would be desirable in that there may be some possibility through cooperative effort, the grade separation could be achieved with reasonable cost to all parties concerned.

Will you please proceed to set up a meeting for the 17th or 18th, as you see fit.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter

FORM E-30X—50M—10-62 46933

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1965

SUBJECT:

TO: MEMRORANDUM TO THE FILE:

I received a telephone call today from Mr. Richard Devers who represents the S.P.&S. Company. The subject of his call was the proposed railroad crossing of the lower Columbia River Highway near Columbia City to serve the new Shell Oil Chemical plant to be constructed there.

Mr. Devers pointed out that this had been the subject of conversation between representatives of the S.P.&S. Company and the Highway Commission in the past. Evidently the Highway Commission, through its representatives, have indicated that the Commission will agree to a crossing at grade only if the same is revocable. As I see the picture it would seem the Commission contemplates a grade separation in the future.

Mr. Devers would like to have a meeting between railroad and highway personnel to see if their company reached a meeting of the minds on just what this "revocable permit" means and if a liveable agreement can be reached before filing of an application for the crossing before the PUC Commission. Much time can be saved in that a public hearing would not have to be held. We are very anxious because rail service has to be provided before June 1, 1965. Mr. Devers said his people could meet on Wednesday, March 17, 1965, or after. I understand that Mr. Shaw and Mr. Barbee have previously met with the railroad people and undoubtedly should attend the conference, as would Mr. Hershberger who has been handling our matters before the PUC Commission. I am to find out about the meeting and call Mr. Devers on Monday.

G. E. ROHDE
Chief Counsel

GER:hg
CC - Mr. Lloyd Shaw
Mr. D. J. Barbee
Mr. Frank McKinney
Mr. Hershberger

P.S. Another call was received from Mr. Frantzke stating that the meeting could be Wednesday or Thursday but he couldn't come on Friday.

G.E.R.

RECEIVED
FEB 24 1965

FOR FILING
2-1111
6676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1965

To: MEMO TO THE FILE

SUBJECT: Shell Chemical Company
Development Near Columbia City
Lower Columbia River Highway

Thursday, February 18, Mr. H. J. Bettewcourt and Mr. C. W. DeLong, Shell Chemical Company, presented architects' sketches and aerial photography of a proposed major development by Shell Chemical Company near Columbia City. The northerly boundary of the area which Shell has optioned for purchase is at a public road north of the present county fairgrounds and extends south on both sides of the highway for approximately 1.7 miles.

The first unit of development is anticipated to be in the southerly portion of the major tract and would involve minor development on the river side of the highway for access to river shipping and a manufacturing plant for the production of agricultural ammonia and urea for agricultural and adhesive production.

Establishment of industrial machinery and housing facilities is anticipated to begin not later than August 1, 1965. To facilitate transportation of materials, Shell expects to construct a rather extensive system of railroad spur tracks which would involve a single track crossing of the highway near the southerly boundary of its property. It was Shell's desire that we permit construction of a railroad grade crossing at this point; its argument being that only two trains a day would use this facility for the next several years.

Mr. Hal Moy, Chief Engineer, and another gentleman of S. P. & S. Railroad, were also present and discussed the hazards which might develop in regard to a crossing of this type.

I informed the gentlemen I did not favor grade crossings and we would do sufficient reconnaissance type of engineering work to determine what we considered a satisfactory location for a grade separation for a spur track. Mr. Barbee was present at this meeting and will work up something along this line.

The Shell people indicated they did need several pipe line crossings, a crossing for electrical conduit, and in the future, a means to construct a vehicular undercrossing of the highway opposite their proposed plant. This, I told them, I thought offered no great problem, that the pipe line and conduit crossings should be taken up with our District Maintenance Superintendent, and when the time for a vehicular crossing below our grade arrived, I was sure we could come to some reasonable agreement.

I discussed the matter of a railroad crossing with Mr. Cooper, Friday, February 19. He advised that he has talked to Warne Nunn, in the event a possible commitment from the Governor's office had been made, and has been assured there were no promises made to Shell that a grade crossing would be permitted.

We expect to be in touch with Shell Chemical approximately March 1 in regard to the railroad crossing facility.

Lloyd P. Shaw

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
D J. Barbee
A. E. Johnson

RECEIVED
MAR 8 - 1965
FOR FILING

5-1111
6696

March 5, 1965

Mr. Robert A. Lawrence
Traffic Manager
Spokane, Portland and Seattle Railway Co.
1101 N. W. Hoyt
Portland, Oregon

Dear Mr. Lawrence:

For your use in the study of the problem of a railroad access to the Shell Chemical Company development at Columbia City, a copy of the map and profile used at our March 1 meeting are enclosed.

As you know, the vertical control used for the profile is from aerial photography which was not taken for this type of study. Because of this, the accuracy of elevations, other than that of the existing highway, must be regarded as of a low order.

We will be glad to discuss any phase of this project with you at your convenience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Enclosures

cc Forrest Cooper
R. L. Porter

ER-184(2) Beverly Beach Slide Sec., Oregon Coast Hwy. (Slide Correction) 1965

#6697

STATE COPY

Monthly transaction number	PR-2A (1-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-72	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
Project report number	12-29-65	County Clatsop, Lincoln & Tillamook
7 6697		Project number ER-104(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 238,519.

Revised Federal funds $ 114,994.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Kleber

Assistant State Highway Engineer
(Title)

By

(Title)

By

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

December 7, 1 5

Mr. . . Parsons
Division Engineer
Bureau of Public Roads
4 ' Osburge t., N.E.
Salem, Oregon

Dear Sir:

We are sending four copies of estimate as a basis for project agreement for the Cannon B ach-Astoria and Kernville-Newport Sections Project o. [illegible]). Also find inclosed one copy of equipment rental agreement, four copies of Phase 1 Report and [illegible] copies of project plans.

ery truly yours,

ornest Cooper
tate Highway Engineer

y

. H. Young
ffice Engineer

DAR:ed

Oregon State Highway Department

Federal Aid
Project No. ER-104(2)

CANNON BEACH-NESKOWIN AND NEWPORT-WALDPORT SECTIONS OF THE

NEHALEM, SUNSET, & OREGON COAST HIGHWAYS IN CLATSOP, LINCOLN, & TILLAMOOK

COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R2499+42.92 to Sta. R2[illegible]) (Contract No. 6678)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,200 cu.yd.	0.40	1,680.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	10.00	360.00
Special Backfill in Drains	34 cu.yd.	15.00	510.00
6-inch Metal Perforated Drain Pipe 18 Ga.	240 lin.ft.	4.00	960.00
			$25,010.00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Type Code Y101
Hebo Section (MP 70.30 & MP 81.90) (Contract No. 6699)

Loose Riprap	1,800 cu.yd.	$ 6.00	$10,800.00
			$10,800.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y006
Neahkahnie Mtn. Slide (Sta. 279+00 to Sta. 285+00)(Contract No. 6693)

Rock Embankment in Place	48,600 cu.yd.	$ 1.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Special Backfill in Drains	[illegible] cu.yd.	$ 4.23	$ 346.00
Tractor, Dozer and Power Winch	[illegible] hr.	32.64	6,128.00
Power Shovel with Dragline	130 hr.	28.68	4,102.00
Laborer	154 hr.	5.35	802.50
3/4"-0 Material in Base	160 cu.yd.	6.05	968.00
6-inch Drain Pipe, Type A Coating	500 lin.ft.	1.52	1,001.00
12-inch Drain Pipe, Type A Coating	440 lin.ft.	2.66	1,166.00
Guard Rail	450 lin.ft.	4.55	2,047.50
Extra Guard Rail Posts	4 only	12.84	51.36
			$72,915.56
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		75,915.56
	Engr. & Cont.		7,591.44
	Total		$83,507.00

Type Code Y006
Laverty Ranch Slide (Sta. 703+00 to Sta. 70[illegible]+25) (Contract No. 6697)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu.yd.	$ 6.00	7,800.00
Special Backfill in Drains	80 cu.yd.	10.00	800.00
Rock Backfill	1,000 cu.yd.	3.50	3,500.00
18-inch Metal Culvert Pipe	134 lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	750.00	750.00
			$15,702.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$15,852.00
	Engr. & Cont.		1,585.00
	Total		$17,437.00

Type Code 0201
Fish Creek Temporary and Permanent (MP 24.[illegible] to MP [illegible]3.00)(MP 0.00 to MP9.37 = MP [illegible].[illegible] to MP 22.00 = MP 45.31 to [illegible]4.37)(MP [illegible].37 to MP 91.46)(MP 96.10 to MP 97.45) (MP 122.73 to MP 141.70)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$28,687.16
State Force Equipment, Labor and Materials	All Required	37,130.94
		$65,818.10

Permanent

Approved State Force Order No. 1	All Required	$ 9,000.00
	Subtotal	$78,818.10
	Engr. & Cont.	7,880.90
	Total	$86,699.00

Length of Roadway - - - - - - 113.31 miles (unchanged)

S U M M A R Y

District Nos.	Total Cost	Fed. Funds	State Funds
Rocky Creek Slide (Contract #0673)	$ 26, 11.00	$ 15,153.00	$ 10,458.00
Melo (Contract #0696)	12, 6.00	7, 33.00	4,483.00
Unscheduled Proj. (Contract #0695)	36, 7.00	5, 936.00	30,522.00
Beverly Beach Slide (Contract # 0697)	17, 37.00	11,(64.00	6,373.00
Temporary & Permanent Repairs	8, 00.00	50,010.00	31,389.00
	$2 6, 10.00	$144,994.00	$ 83,525.00

State Funds for Const.: Chap. 175, Laws 19 7;
Chap. 31, Laws 19 0;
Chap. 5 0, Laws 19 9.
State Funds for Maint.: Chap. 5 9, Laws 19 9.

Prefixes: 21-1080 4-4399 21-4411 29-4413 29-4415
21-1081 4-4407 29-4414 29-4 15 29-4515
29-1083 4-4507 29-4418 29-4 74
29-1084 4-4439 29-4512 29-4 14
21-4419

The State Force equipment, labor & materials do not agree with the Phase 1 Report due to unforeseen costs to the project. The D.M.S. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 1965.

[illegible]

[illegible] BANK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

FORM E-123X 50M 8-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1965

Mr. A. M. Parsons
District Engineer
Bureau of Public Lands
777 College St., N. E.
Salem, Oregon

Dear Sir:

We find working estimates on certain of project agreement for the following federal-aid projects:

I-5-1(2) ——— Salem to Woodburn Hwy. Unit Section.
I-5-1(2) ——— Forest Grove-Gaston Section

The following tabulation is the adjusted amounts of funds shifted from one project to another to keep in balance.

From Fund

Project	Action	Item	Less	New Total
I-5-1(2)	P.A.	[illegible]	$ 1,340	$21,740
I-5-1(1)	P.S. & E.	[illegible]	1,502	4,034
I-5-1(1)	P.S. & E.	[illegible]	[illegible]	[illegible]
I-5-1(2)	P.S. & E.	[illegible]	[illegible]	[illegible]

To Fund

I-5-1(2)	P.A.	[illegible]	[illegible]	$177,000

Very truly yours,

[illegible]
State Highway Engineer

By

A. M. Nash
District Engineer

Oregon State Highway Department

Federal-Aid
Project No. ER-184(2)

CAMAS SLOUGH-WASHOUGAL AND [illegible] SECTIONS OF THE

MECHANICAL TUNNEL FIX on [illegible] HIGHWAY

IN CLATSOP, LINCOLN AND [illegible] COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

[illegible], Oregon, August 4, 1965

Type Code Y005
Lacey Cr. slide (Sta. R2 499+72.12 to Sta. R1 [illegible])

Excavation, Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Rock Embankment	6,500 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	4.00	144.00
Special Backfill in Drains	34 cu.yd.	10.00	340.00
6-inch Metal Perforated Drain Pipe, 18 Ga.	240 lin.ft.	3.00	720.00
			$ 22,704.00
Flagging (57½ of Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding and Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		$ 23,704.00
	10% Engr. & Cont.		2,370.00
	Total		$ 26,074.00

Type Code Y101
Rock Section (MP 79.80 and MP 81.20)

Loose Riprap	1,000 cu.yd.	$ 5.00	$ 5,000.00
			$ 5,000.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$ 5,350.00
	10% Engr. & Cont.		535.00
	Total		$ 10,289.00

Length of Project - - - 0.00 Mile

Type ... Fill
Neahkanie Mtn. Slide (Sta. 2740) to Sta. 2910)

Rock Embankment in Place	42,000 cu.yd.	$ .75	$ 85,050.00
Trench Excavation	160 cu.yd.	4.00	640.00
Special Backfill in Drains	200 cu.yd.	9.00	1,800.00
Tractor, Dozer and Power Winch	200 hour	30.00	6,000.00
Power Shovel with Dragline	150 hour	25.00	3,750.00
Laborer	150 hour	6.00	900.00
3/4" - 0 Material in Base	150 cu.yd.	6.00	900.00
6-inch Drain Pipe, Type A Coating	550 lin.ft.	2.75	1,512.50
12-inch Drain Pipe, Type A Coating	440 lin.ft.	4.00	1,760.00
Guard Rail	450 lin.ft.	3.50	1,575.00
Extra Guard Rail Posts	4 only	10.00	40.00
			$103,987.50
Seeding and Mulching	All required		$ 500.00
Stone Shoulders and Pavement	All required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		$106,987.50
	10% Engr. & Cont.		10,698.50
	Total		$117,685.00

Length of Contract - - - 0.00 Mile

Type (Sta. 700)
Nearly Beach Slide (Sta. 703+00 to Sta. 70 +2)

Clearing and Grubbing	All required		$ 300.00
Trench Excavation	1,300 cu.yd.	$ 4.50	5,850.00
Special Backfill in Drains	80 cu.yd.	9.00	720.00
Rock Backfill	1,000 cu.yd.	3.00	3,000.00
18-inch Metal Culvert Pipe	136 lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	500.00	500.00
			$ 12,522.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$ 12,672.00
	10% Engr. & Cont.		1,267.00
	Total		$ 13,939.00

Length of Contract - - - 0.00 Mile

[illegible]

Description	Total Cost	Federal Funds	State Funds
Rock Creek Slide	$ 28,[illegible]72.00	[illegible]43.00	$ 9,531.00
Hebo	10,2[illegible]5.00	[illegible]25.00	3,700.00
Headhahnio Mtn.	117,[illegible]00.00	74,[illegible]71.00	43,01[illegible].00
Beverly Beach Slide	13,2[illegible].00	[illegible]44.00	[illegible].00
Subtotal	$167,9[illegible].00	[illegible]83.00	$61,401.00
Estimate for Authorized Work Yet to be Performed			
Temporary and permanent work not covered above	$ [illegible]5,[illegible]1.00	[illegible]1.00	$24,057.00
Total	$233,802.00	$148,344.00	$85,458.00

[illegible]

[illegible]

Embankment Construction	4,200 cu. yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
SEP 29 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR 9/1/65

PROJECT REPORT NO.
SPF(3-184(2)

FOR 1-2 (REV. 2-64) — U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Clatsop

PROJECT NO.: ER-184(2)

6697

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cannon Beach-Neskowin and Kernville-Newport Sections.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-65	0.00
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 151,720.00	$ 96,266.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd F. Stone

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

RECEIVED
DEC 23 1965
Portland - 6697

EK-184(-)

Form CD-121 (11-63) (Prep. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

RHODE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon 97

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 21, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2)
Cannon Beach - Neskowin and Kernville - Newport Sections
Oregon Coast, Sunset and Necanicum Highways
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 113.31 (intermittent) miles of roadway at a total estimated negotiated contract amount of $31,555.00 and State force account work amount of $40,844.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $45,937.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on August 3, 1965. We concurred in the contract awards for Rocky Cr. Slide, Beverly Beach Slide, Neakahnie Mtn. Slide and Hebo Sections on August 8, September 7, and September 8, 1965 respectively.

Enclosure

REFERRED TO Young w/recds.
BY ASST. STATE HWY. ENGR.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

Federal Project [illegible]

[illegible] BEACH-[illegible] AND [illegible]

[illegible], SCENIC, [illegible] COUNTY

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Force and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R 499+42.92 to Sta. R 522+35) (Contract No. 6678) FR-184(2)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,200 cu.yd.	0.40	1,680.00
Rock Embankment	6,000 cu.yd.	2.50	16,800.00
Trench Excavation	30 cu.yd.	10.00	[illegible]
Special Backfill in Drains	34 cu.yd.	15.00	[illegible]
6-Inch Metal Perforated Drain Pipe 18 Ga.	240 lin.ft.	4.00	960.00
			$25,010.00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Type Code Y101
Hebo Section (MP 70.80 & MP 81.00) (Contract No. 6699) FR-184(2)

Loose Riprap	1,800 cu.yd.	$ 6.00	$10,800.00
			$10,800.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y006
[illegible] Mtn. Slide (Sta. 279+00 to Sta. 285+00) (Contract No. 6693) FR-184(2)

Rock Embankment in Place	48,000 cu.yd.	$ 1.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Special Backfill in Drains	200 cu.yd.	$ 4.[illegible]	
Tractor, Dozer and Power Winch	20[illegible] hr.	[illegible]	
Power Shovel with Dragline	1[illegible] hr.	[illegible]	
Laborer	[illegible] hr.	[illegible]	
3/4"-0 Material in Base	[illegible] cu.yd.	[illegible]	
8-Inch Drain Pipe, Type A Coating	[illegible] lin.ft.	[illegible]	
12-Inch Drain Pipe, Type A Coating	440 lin.ft.	[illegible]	
Guard Rail	400 lin.ft.	[illegible]	
Extra Guard Rail Posts	4 only	12.84	[illegible]
			$71,91[illegible]
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		75,915.56
	Engr. & Cont.		7,591.44
	Total		$83,507.00

Type Code Y006
Beverly Beach Slide (Sta. 703'00 to Sta. 707'00) (Contract No. 6097)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu.yd.	$ 6.00	7,800.00
Special Backfill in Drains	80 cu.yd.	10.00	800.00
Rock Backfill	1,000 cu.yd.	3.50	3,500.00
18-inch Metal Culvert Pipe	136 lin.ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 only	750.00	750.00
			$15,[illegible].00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$15,852.00
	Engr. & Cont.		1,585.00
	Total		$17,437.00

Type Code 6701
Flood Repair Temporary and Permanent (MP 34.96 to MP 43.09)(MP 0.00 to MP9.37 = MP 0.00 to MP 22.09 = MP 45.31 to 54.96)(MP 70.37 to MP 91.46)(MP 96.20 to MP 97.45) (MP 130.73 to MP 141.98)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$28,687.10
State Force Equipment, Labor and Materials	All Required	37,130.94
		$65,818.10
Permanent		
Approved State Force Order No. 1	All Required	$ 9,000.00
	Subtotal	$78,818.10
	Engr. & Cont.	7,880.90
	Total	$86,699.00

Length of Roadway - - - - - - - 115.7 [illegible]

Description	[illegible]	[illegible]	[illegible]
Rocky Creek Slide (Contract 6378)	$ 2[illegible],611.00	$ 18,153.00	$ 10,[illegible]
Hebo (Contract #6699)	12,[illegible]75.00	7,[illegible]0.00	4,[illegible]
Neahkahnie Mtn. (Contract [illegible]03)	83,507.00	52,985.00	30,[illegible]
Beverly Beach Slide (Contract # 6697)	17,[illegible]37.00	11,064.00	6,[illegible]
Temporary & Permanent Repairs	8[illegible],199.00	55,010.00	31,689.00
	$2[illegible],519.00	$144,994.00	$ 83,525.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 5[illegible], Laws 1[illegible].
State Funds for Maint.: Chap. 5[illegible], Laws 1[illegible].

Prefixes:					
	21-1080	4-4399	21-4519	29-4413	29-4415
	21-1081	4-4407	29-4511	29-4713	29-4515
	29-1083	4-4507	29-4412	29-4414	
	29-1084	4-4409	29-4512	29-4514	
		21-4419			

The State Force equipment, labor & materials do not agree with the Phase 1 Report due to unforeseen costs to the project. The D.M.S. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 1965.

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
NOV 23 1965
FOR FILING

FHWD-1X4(2)

6697

November 23, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6697 awarded to Pioneer Construction Company for work on the Beverly Beach Slide correction on the Oregon Coast Highway in Lincoln County was completed on October 13, 1965, and accepted by the Highway Commission on November 22, 1965.

Final payment in the amount of $421.79 will be released to the contracter after December 1, 1965. The total contract amount is $14,357.97 including $298.17 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Pioneer Construction Co.
7881 N. W. St. Helens Road
Portland, Oregon 97210

L. H. Young
C. H. Maison
Attn: John Herr

DECLINED
NOV 23 1965
FOR FILING

EP-184 (2)
6697

November 22, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed October 13, 1965, on Contract No. 6697. The contract was with Pioneer Construction Co. and was for slide correction on the Beverly Beach Slide Section of the Oregon Coast Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 22, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
R. D. Ashbrry

bg

RECEIVED
NOV 2 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-184(2)

6697

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on October 13, 1965, on Contract No. 6697, Beverly Beach Slide Section, in Lincoln County, in connection with Federal-Aid Project No. ER-184(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: OCT 20 1965

Conditions noted on above date:

Contract work considered to have been satisfactorily completed.

A. W. Parsons
Division Engineer

RECEIVED
OCT 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

By M E Martin OCT 26 1965
M. E. Martin
District Engineer

REFERRED TO
By Asst. State Hwy. Engr.
11-1-65

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Beverly Beach Slide		WEEK ENDING: 15 October, 1965
		SECTION PREFIX: 21-1081
HIGHWAY: Oregon Coast		COUNTY: Lincoln
NAME OF JOB: Beverly Beach Slide Section	KIND OF WORK: Slide Correction	
CONTRACTOR: Pioneer Construction Co.	CONTRACT NUMBER: 6697	FEDERAL AID PROJECT NUMBER: ER-184(2)
DATE OF CONTRACT: September 7, 1965	DATE WORK STARTED: September 13, 1965	COMPLETION DATE: 13 October, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 17,833.50	SPECIFIED COMPLETION DATE: October 15, 1965	PERCENT OF TIME ELAPSED: —
EXCLUSIVE OF ENGINEERING: $ 16,665.34	ENGINEERING AUTHORIZATION: $ 1,268.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 14,357.97	ENGINEERING COST TO DATE: $ 1,268.16	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 12 %	PERCENT OF AUTHORIZATION: 100 %	DATE PROJECT WAS COMPLETED: 13 October, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Rock Bkfl	
100	100	100				100	

	Excavation / Rock	Rock Bkfl / Rock	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.06	0.06			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.06	0.06			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,300	1,000			
TOTAL QUANTITIES CORRECTED TO DATE	1,065	1,000			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,065	1,000			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Backhoe, Chain Saw.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Overcast			
TUESDAY	"			
WEDNESDAY	Rain			
THURSDAY	Overcast			
FRIDAY	Rain			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Contractor had men burning brush and doing general clean-up.
TUESDAY	Same as Monday
WEDNESDAY	Contractor completed final clean-up.
THURSDAY	No work by Contractor.
FRIDAY	Same as Thursday.
SATURDAY	

REMARKS

Mr. Wimer, Ass't. Div. Eng'r. and Mr. Schwartz, Res. Eng'r., made inspection of project on Wednesday to check on final clean-up.

Office crew working part time on computations for Semi-final Estimate. Expect to have this ready for turn in next week.

This is the final Weekly Report.

SIGNED W. E. Schwartz LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 8 - 1965
FOR FILING

Form R-209-67
ER-184(2)
6697

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement to additional funds are Eql-P..
Date SEP 15 1965 By ME Martin
Title Division Engineer
U.S. Bureau of Public Roads

Project Name Beverly Beach Slide Date Sept. 15, 1965.

Highway Oregon Coast Contract No. 6697

County Lincoln Prefix 21-1081

Contractor Pioneer Construction Co. F. A. Project No. ER-184(2)

Address 7881 N. W. St. Helens Road, Portland Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share construction flagging.

Location by station numbers:

Entire project, 703+00 -- 706+25

Estimate of quantities and cost:

Labor $150.00 Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This amount was provided in the construction authorization for flagging. Percentage allowance to contractor to be in conformance to executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$17,833.50
Present estimate of project cost, including $150.00 for work under this order	$17,833.50
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst.
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
SEP 22 1965
FOR FILING

Form CD-181 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EKFC-174(2)

TO 6697 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-184(2)
Beverly Beach Slide Section
Slide Correction

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 7, 1965 in the award of contract No. 6697 to Pioneer Construction Co., of Portland, Oregon, for a negotiated price of $15,702.00 at the August 31, 1965 bid opening. This memorandum also confirms our verbal advice that negotiation for a more satisfactory price is approved.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65

RECEIVED
SEP 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1965
FOR FILING
ERFO-184(2)
6697

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Beverly Beach Slide Section
Project No. ERFO-184(2)

Dear Sir:

As an addendum to our concurrence in award letter for the above-mentioned project, dated September 3, 1965, we wish confirmation of your tentative concurrence as of September 7, 1965.

The contractor receiving the award is Pioneer Construction Co. of Portland in the amount of $15,702.00 with the Contract No. 6697 assigned. This bid was received on August 31, 1965 and awarded September 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DMR:bb

RECEIVED
SEP 9 - 1965
FOR FILING
ERFO-184(2)
6697

September 8, 1965

Pioneer Construction Co.
7881 N. W. St. Helens Road
Portland, Oregon 97210

Gentlemen:

The bid you submitted on August 31, 1965, for slide correction work on the Beverly Beach Slide Section of the Oregon Coast Highway in Lincoln County, in the amount of $19,674.20 was deemed excessive. Yours was the only bid received.

After negotiations with your company, the Highway Commission on September 7, 1965, awarded to you State Highway Contract No. 6697 for the sum of $15,702.00.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

55

cc: R. L. Porter
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 12 1965

Form DOT-121 (11-65) (Prev. Ed. A.O. 286-10)

UNITED STATES GOVERNMENT

Memorandum

FOR

ER-184(2)

6697

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 9, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-184(2)
Beverly Beach Slide Section
Slide Correction

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 28 and August 5, 1965 reports.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Young 8/12/65
BY ASST. STATE HWY. ENGR

copies to Oakes Litchfield 8-12-65

NOTED
F. P. KLOBOF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ER-216(1) Hilyard Ave-Great Northern RR Xing Sec., Dillard Hwy. (Grading & Paving) 1965

#6698

RECEIVED
OCT 17 1966
FOR FILING

ER-216(1)

6698

October 14, 1966

Seaboard Surety Company
100 California Street
San Francisco, California

Gentlemen:

Contract No. 6698 awarded to Asphalt Paving Company, for grading and paving on the Hilyard Avenue-Great Northern Railroad Crossing Section of the Midland Highway in Klamath County was completed on May 16, 1966, and accepted by the Highway Commission on October 14, 1966.

Final payment in the amount of $12,015.55 will be released to the contractor after October 21, 1966. The total contract amount is $132,989.66 including $24.56 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Asphalt Paving Company
390 Spring
Klamath Falls, Oregon 97601

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 14 1966
FOR FILING
ER-216 (1)
6498

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 16, 1966, on Contract No. 6698. The contract was with Asphalt Paving Co. and was for grading and paving on the Hilyard Avenue-Great Northern Railroad Crossing Section of the Midland Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
OCT 14 1966
FOR FILING
ER-216 (4)
6698

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 16, 1966, on Contract No. 6698. The contract was with Asphalt Paving Co. and was for grading and paving on the Hilyard Avenue-Great Northern Railroad Crossing Section of the Midland Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
OCT 4 - 1966

FOR FILING
EK-21(1)
6698

August 26, 1966

#8

Asphalt Paving Company
350 Spring
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6698 for the Hilyard Avenue-Great Northern Railroad Crossing on the Midland Highway in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to May 16, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc J. F. Putnam
W. R. Merritt
L. H. Young
F. D. Morgan
C. H. Maleen
Bureau of Public Roads

RECEIVED
AUG 18 1966
FOR FILING
EH-216(1)
6698

August 17, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 8
August 25, 1966 meeting

Gentlemen:

Asphalt Paving Company, contractor on the Hilyard Avenue-Great Northern Railway Crossing Section of the Midland Highway in Klamath County, Contract No. 6698, requests an extension of the specified completion date from November 15, 1965, to May 16, 1966.

A delay occurred in mailing the contract and bond to the contractor. The "Standard Specifications" indicate that any delays greater than 20 days between the date bids are received and the contract is mailed is a justifiable reason for an extension. Fourteen calendar days for this delay are justified. Utility adjustments which were required by the contract were not completed and, in fact, delayed the contractor from starting his work until October 1, 1965. This delay justifies an extension of 17 calendar days. A "shut down" order was issued December 2, 1965, and rescinded April 25, 1966. An extension for this period is justified. The "shut down" order would have been issued effective November 18 due to adverse weather conditions; however, the contractor was requested to work beyond this date in order to provide a temporary paved surface for the traveling public during the winter months. An extension of 14 days for this low production work is justified.

The reasons given above would justify an extension to May 22, 1966. The contract was completed May 16, 1966, and I recommend that the specified completion date be extended to the actual completion date. This will eliminate all liquidated damages. This is a Federal-aid Emergency Recovery Project, and we have the concurrence of the Bureau of Public Roads for this extension, with the exception of the utility adjustments.

The Bureau indicated at the PS&E stage of this contract, that it would not participate in any extension based on utility delays.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nh fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6698 Contractor Asphalt Paving Company

Highway Midland

Section Hilyard Ave.-Great Northern R. R. Xing

Kind of Work Grading and Paving

It is recommended that such extension be granted as requested under the following terms and conditions:

Delays caused by utility company adjustments, a delay in award of the contract, work done at the request of the Engineer to provide a temporary paved surface through the winter months and a "shut down" order justified an extension to May 16, 1966.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6698

Project designation FR 216(1) (State—Federal)

Date awarded September 8, 1965

Work started October 1, 1965

Per cent completed 100% May 16, 1966 (Date)

Specified completion date November 15, 1965

Previously extended to —

Extension requested to May 16, 1966

Form E-320—3M—8-52

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date July 1, 1966

Gentlemen:

We, the undersigned, respectfully request an extension of XXX days time, from Nov. 15, 1965 1965, to May 16, 1966, within which to complete our Contract No. 6698, described as follows: Hilyard Ave.-Great Northern R.R. Crossing

The above request is based upon the following reasons: The Public Utilities involved in this project did not perform their work ahead of us and it was necessary for us to work around them during the entire time limit of the Contract. In fact, there were still public utility poles that had not been moved at the time limit expiration date. This held up our paving schedule and with the advent of bad weather all operations had to cease until favorable Spring weather arrived. We feel that we should have the requested extension.

Respectfully submitted,

ASPHALT PAVING CO.
Contractor

By J. C. Byrnes

CONSENT OF SURETY

Date 7-6-66, 19

We, SEABOARD SURETY COMPANY, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

BY: Philip R. Meaney
Philip R. Meaney Attorney-in-fact

Countersigned: VICTOR A. RISLEY CO.

BY: Philip R. Meaney
Resident Agent

(SEAL)

State Printing 60059

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLA 3DE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-216(1)
Hilyard Avenue - Great Northern Railroad Crossing
Midland Highway
Request for Time Extension

Mr. Klaboe's letter of August 2, 1966 requests concurrence in your recommendation for an extension of contract time from the specified completion date of November 15, 1965 to the actual completion date of May 16, 1966.

We concur in a 14-day extension due to a delay in mailing the contract and bond to the contractor for execution in accordance with Article 3.1 of the Standard Specifications.

While the State may be obligated to grant the 17-day extension due to utilities adjustments, Public Roads cannot consider such delays as valid justification for Federal participation. Reference is made to our P.S. & E. approval letter dated July 26, 1965.

The "shut-down" time (December 2, 1965 to April 25, 1966) is considered valid as well as the second recommended 14-day extension due to time being charged for temporary work as explained in Mr. Klaboe's letter.

Federal participation will be based on time extension to a new completion date of May 6, 1966 with liquidated damages being charged from May 6, 1966 to May 16, 1966.

Approved
Asst. State Hwy. Engr.
8-15-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1966

SUBJECT: Extension of Time
Hilyard Avenue-Great Northern RR Crossing
Midland Highway
Contract No. 6698

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a request from Asphalt Paving Company, contractor on the subject contract, for an extension of the specified completion date from November 15, 1965 to May 16, 1966. The contractor's request is based on delays caused by the non-completion of utility adjustments and a delay in awarding the contract.

Bids on this project were received August 10, 1965. The contract and bond were mailed to the contractor for execution September 13, 1965. This is 34 days after bids were received and according to the terms of the standard specifications is a justifiable reason for an extension of 14 calendar days. Utility adjustments by three separate utility companies delayed the contractor's commencement of work until October 1, 1965 and interferred with his progress to a certain extent after that. The water company did not complete their adjustments until the end of October 1965, the power company adjustments were not completed until November 9, 1965 and the telephone company adjustments were not completed until February 11, 1966. The contractor is entitled to an extension for the delay caused by all three utilities amounting to at least the time between the date the contract was mailed and the date the contractor started work, or 17 calendar days.

A "shut down" order was issued December 2, 1965 and rescinded April 25, 1966. An extension for this period is justified. A "shut down" order would have been issued effective November 18, 1965, due to adverse weather conditions; however, the contractor was requested to work intermittently as weather permitted beyond this date in order to provide the travelling public with a temporary paved surface through the winter months. The contractor should not be penalized for this low production work and therefore an extension of 14 days for this reason is justified.

The reasons cited above justify an extension to May 22, 1966. The contract was completed on May 16, 1966 and we recommend that the specified completion date be extended to the actual completion date. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Assistant Area Engineer who agrees that a delay in the award of the contract, the stop work time and the temporary paving are justifiable reasons for an extension. He indicated that the Bureau of Public Roads would not concur in an extension of time based on the utility delays as outlined in their PS&E letter.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:nh

Attachments

cc: L. H. Young

RECEIVED
JUL 27 1966
OFFICE
STATE HIGHWAY COMMISSION

RAY BYRNES

ASPHALT PAVING CO.

GENERAL CONTRACTOR

PHONE TU 4.6521
P. O. BOX 547
KLAMATH FALLS, OREGON

Nov. 5. 1965

Mr. W. Reid Meritt
Resident Engineer
Oregon State Highway Dept.
2556 Altamont Dr.
Klamath Falls, Ore.

Re: Contract No. 6698, Midland Highway Section, Hilyard Ave.-
Great Northern R. R. Crossing - Grading & Paving

Dear Sir:

Due to a delay in the receiving of the official Contract on the above noted project and also due to the fact that a certain Pulbic Utility had not completed their work ahead of us, it is not possible for us to finish this job on the required Nov. 15, 1965 specified completion date.

We are herein notifying you that a formal request for a time extension will be made on the required form at a later date. We are now entering the cold and wet winter season and it is not possible for us to determine when we can commence operations in 1966.

As soon as favorable paving weather returns we will notify you that we wish to submit a formal application for a time extension.

Very truly yours

Asphalt Paving Co.

Ray Byrnes

Ray Byrnes, Owner

RECEIVED
AUG 3 - 1966
FOR FILING
6698

August 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Hilyard Avenue-Great Northern
Railroad Crossing, Midland
Highway, Project No. ER-216(1)

Dear Sir:

We have received from the Asphalt Paving Company, contractor on the subject project, a request for an extension of the specified completion date from November 15, 1965, to May 16, 1966. The contractor's request is based on delays caused by the noncompletion of utility adjustments and a delay in awarding the contract.

Bids on this project were received August 10, 1965. The contract and bond were mailed to the contractor for execution September 13, 1965. This is 34 days after bids were received and, according to the terms of the standard specifications, is a justifiable reason for an extension of 14 calendar days. Utility adjustments by three separate utility companies delayed the contractor's commencement of work until October 1, 1965, and interfered with his progress to a certain extent after that. The water company did not complete their adjustments until the end of October, 1965; the power company adjustments were not completed until November 9, 1965; and the telephone company adjustments were not completed until February 11, 1966. The contractor is entitled to an extension for the delay caused by all three utilities accounting to at least the time between the date the contract was mailed and the date the contractor started work, or 17 calendar days.

A "shut down" order was issued December 2, 1965, and rescinded April 25, 1966. An extension for this period is justified. A "shut down" order would have been issued effective November 18, 1965, due to adverse weather conditions; however, the contractor was requested to work intermittently as weather permitted beyond this date in order to provide the traveling public with a temporary paved surface through the winter months. The contractor should not be penalized for this low production work and, therefore, an extension of 14 days for this reason is justified.

The original completion date for this contract was November 15, 1965. The contract was completed May 16, 1966. The reasons given above justify an extension to May 22, 1966, and our recommendation to the Highway Commission will be to extend the completion date to the actual completion date of May 16, 1966. We ask your concurrence in this extension of time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Hilyard Ave.- Great Northern R.R. X'ing		WEEK ENDING: July 1, 1966
		SECTION PREFIX: 118-1009
HIGHWAY: Midland		COUNTY: Klamath
NAME OF JOB: Hilyard Ave.-Great Northern R.R. X'ing	KIND OF WORK: Grading and Paving	
CONTRACTOR: Asphalt Paving Co.	CONTRACT NUMBER: 6698	FEDERAL AID PROJECT NUMBER: ER-216(1)
DATE OF CONTRACT: September 8, 1965	DATE WORK STARTED: October 1, 1965	ESTIMATED COMPLETION DATE: May 16, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: -	CALENDAR DAYS USED: -
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 166
PROJECT AUTHORIZATION: $168,333.10		
EXCLUSIVE OF ENGINEERING: $156,966.78 ~~159,966.78~~	ENGINEERING AUTHORIZATION: $11,366.32	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $151,106.81 ~~151,106.81~~	ENGINEERING COST TO DATE: $11,600.02	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.5 ~~3.5~~ %	PERCENT OF AUTHORIZATION: 102 %	DATE PROJECT WAS COMPLETED: May 16, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.89	0.89			0.89
MILES PARTIALLY COMPLETED	0.89	0.89			0.89
MILES COMPLETED	0.89	0.89			0.89
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,900 c.y.	11,920c.y.			3400 ton
TOTAL QUANTITIES CORRECTED TO DATE	7,073.7c.y.	12,616.9c.y.			3576.68 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,073.7c.y.	12,616.9c.y.			3576.68 ton
AVERAGE DAILY QUANTITIES	0 c.y.	0 c.y.			0 ton
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Time expended and project completed.				
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-warm	-	0	
MONDAY	Clear-warm	-	0	
TUESDAY	Clear-warm	-	0	
WEDNESDAY	Pt. Cloudy-mild	-	0	
THURSDAY	Clear-warm	-	0	
FRIDAY	Cloudy-cool	-	0	
SATURDAY		-	0	

Paving

Morgan — Puase
Decker — Morelock
Bond — Trout
Barbee — Scott
Walker — Wills
Clenn — Litchfield
Swan — Olson

RECEIVED
JUL 5 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity-Project completed.
TUESDAY	Work being performed in office on preparation of semi-final estimate.
WEDNESDAY	Same as Tuesday.
THURSDAY	Work on preparation of semi-final estimate completed today.
FRIDAY	No activity-Project completed.
SATURDAY	

REMARKS

Two men worked in office Tuesday through Thursday of this week completing work on semi-final estimate. Estimate submitted to Division Office Friday of this weed.

Project completed-Final Report

SIGNED H. Leif Merritt LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

STATE COPY

Monthly transaction number: 4-119	FORM PR-2A (5-57) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 4	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 4/18/66	County: Klamath
		Project number: [illegible]-216(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 165,833

Revised Federal funds $ 105,220.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 18th day of April, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd L. Stow
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 81120-P63

Oregon State Highway Department

Federal-aid Project
No. ER-216(1)

HILYARD ST.-G.N.R.R. O'KING (KLAMATH FALLS) SECTION

OF THE MIDLAND HIGHWAY IN KLAMATH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and estimated costs of temporary work by State forces.)

Salem, Oregon, March 30, 1966

Type Code P.E.

Preliminary engineering	All Required		$ 1,600.00

Type Code 6201
Roadway (Sta. 2+7[illegible] thru Aqua. 20+00 bk = 70+44.7 ah to Sta. 41+00)
(Contract No. 6698)

Clearing and Grubbing	All Required		$ 3,500.00
Ditch Excavation, Unclassified	70 cu. yd.	$ 10.00	700.00
Embankment in Place	7,900 cu. yd.	3.00	23,700.00
Finish Roadbed and Slopes	All Required		1,000.00
Trench Excavation	160 cu. yd.	10.00	1,600.00
Watering	300 M-gal.	5.00	1,500.00
3/4" - 0 Material in Base	2,020 cu. yd.	5.00	10,100.00
Stone Base	9,900 cu. yd.	4.50	44,550.00
3/4" - 0 Aggregate in Prime Coat	100 cu. yd.	6.50	650.00
RC-250 Asphalt in Prime Coat	16 ton	100.00	1,600.00
Class "B" Asphalt Concrete	3,400 ton	10.00	34,000.00
12-inch Culvert Pipe	270 lin. ft.	3.50	945.00
24-inch Culvert Pipe	72 lin. ft.	7.00	504.00
30-inch Arch-Type Pipe	180 lin. ft.	9.00	1,620.00
36-inch Arch-Type Pipe	70 lin. ft.	15.00	1,050.00
30-inch Culvert End Sections	4 only	65.00	260.00
36-inch Culvert End Sections	2 only	100.00	200.00
Extra for A.C. Conc. Approaches	8 only	75.00	600.00
			$128,079.00
Flagging (5[illegible]% of contractor's cost)	All Required		500.00
Signing (Permanent)	All Required		500.00
			$ 1,000.00

Utilities

Work by Pacific Power & Light	All Required	$ 13,078.00
Work by Pacific Northwest Bell	All Required	6,659.00
		$ 20,737.00
Subtotal		$148,816.00
Engr. & Cont.		14,881.00
Total contract		$163,696.00

Type Code 6201
Flood Repair Permanent Repair done in conjunction with Temporary Repair (M.P. 0.8 to M.P. 1.7)

State Force Equipment Labor and Materials	All Required	$ 537.39
	Total	$165,833.39

Length of Project - - 0.9 mile (intermittent)

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,600.00	$ 1,015.00	$ 585.00
Roadway Cont. #6698	163,696.00	103,865.00	59,831.00
Temp. & Permanent Repair	537.00	340.00	197.00
	$165,833.00	$105,220.00	$60,613.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 118-1009
118-4461

The amount of temporary repairs was taken from the cost books. DMS office charges are not included in this estimate.

HILYARD ST.-G.N.R.R. O'XING

Project No. ER-216(1)

Estimated cost of work by Pacific N.W. Bell

Labor	$ 5,079.00
Overhead	1,073.00
Materials	3,201.00
Salvage	(68.00) Cr.
Plant Betterment	(112.00) Cr.
Equipment	409.00
	$ 9,582.00
State Share 69.5%	6,659.00

Estimated cost of work by Pacific Power & Light

Labor	$ 8,797.00
Materials	4,810.00
Transportation	1,330.00
Field & General Engr.	2,769.00
Related Operating Expense	655.00
Salvage	(4,183.00) Cr.
	$14,178.00
State Share 92.31%	13,078.00

RECEIVED
SEP 29 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
9-180

PROJECT REPORT NO.
EW-211-(7)
2

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-24-65

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: EW-216(1)

6698

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hilyard St.-C.N.R.R. O'xing (Klamath Falls) Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-65	0.885
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 165,296	$ 104,880.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd L. Stuart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6908-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-216(1)

HILYARD ST.-G.N.R.R. O'XING (KLAMATH FALLS) SECTION

OF THE MIDLAND HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1965

Type Code P.E.

Preliminary Engineering	All Required	$ 1,600.00

Type Code 6201
Roadway (Sta. 2+72 Thru Equa. 20+00 Bk = 70+44.7 Ah to Sta. 41+00)
(Contract No. 6698)

Clearing and Grubbing	All Required		$ 3,500.00
Ditch Excavation, Unclassified	70 cu.yd.	$ 10.00	700.00
Embankment in Place	7,900 cu.yd.	3.00	23,700.00
Finish Roadbed and Slopes	All Required		1,000.00
Trench Excavation	160 cu.yd.	10.00	1,600.00
Watering	300 M-gal.	5.00	1,500.00
3/4" - 0 Material in Base	2,020 cu.yd.	5.00	10,100.00
Stone Base	9,900 cu.yd.	4.50	44,550.00
3/4" - 0 Aggregate in Prime Coat	100 cu.yd.	6.50	650.00
RC-250 Asphalt in Prime Coat	16 ton	100.00	1,600.00
Class "B" Asphalt Concrete	3,400 ton	10.00	34,000.00
12-inch Culvert Pipe	270 lin.ft.	3.50	945.00
24-inch Culvert Pipe	72 lin.ft.	7.00	504.00
30-inch Arch-Type Pipe	180 lin.ft.	9.00	1,620.00
36-inch Arch-Type Pipe	70 lin.ft.	15.00	1,050.00
30-inch Culvert End Sections	4 only	65.00	260.00
36-inch Culvert End Sections	2 only	100.00	200.00
Extra for A.C. Cone. Approaches	8 only	75.00	600.00
			$128,079.00
Flagging (57½ of Contractor's Cost)	All Required		500.00
Signing (Permanent)	All Required		500.00
Utilities			
Work by Pacific Power and Light	All Required		13,078.00
Work by Pacific Northwest Bell	All Required		6,659.00
			$ 20,737.00
	Subtotal		$148,815.00
	10% Engr. & Cont.		14,881.00
	Total		$163,696.00

Length of Roadway - - - - 0.885 Mile
Cost of Roadway Per Mile- $184,967.23

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,600.00	$ 1,015.00	$ 585.00
Roadway	163,696.00	103,865.00	59,831.00
Subtotal	$165,296.00	$104,880.00	$60,416.00
Retained in Authorized Fund Status			
Temp. & perm. restoration not covered by this contract	$ 1,000.00	$ 635.00	$ 365.00
Total	$166,296.00	$105,515.00	$60,781.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 118-1009

HILYARD ST.-G.N.R.R. O'XING

PROJECT NO. ER-216(1)

Estimated cost of work by Pacific N.W. Bell

Labor	$ 5,079.00
Overhead	1,073.00
Materials	3,201.00
Salvage	(68.00) Cr.
Plant Betterment	(112.00) Cr.
Equipment	409.00
	$ 9,582.00
State Share 69.5%	$ 6,659.00

Estimated cost of work by Pacific Power & Light

Labor	$ 8,797.00
Materials	4,810.00
Transportation	1,330.00
Field and General Engr.	2,769.00
Related Operating Expense	655.00
Salvage	(4,183.00) Cr.
	$14,178.00
State Share 92.3%	$13,078.00

Oregon State Highway Department

Federal-Aid
Project No. ER-216(1)

HILYARD ST.-G.N.R.R. O'XING (KLAMATH FALLS) SECTION

OF THE WIDLAND HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 16, 1965

Type Code P. E.			
Preliminary Engineering	All Required	L.S. $	1,600.00
Type Code 6201			
Roadway (Sta. 2+72 thr. Equa. 20+00 Bk = 70+44.7 Ah. to Sta. 41+00)			
Clearing & Grubbing	All Required		500.00
Ditch Excavation, Unclass.	70 cu. yd.	4.00	280.00
Embankment in Place	7,900 cu. yd.	2.00	15,800.00
Finish Roadbed & Slopes	All Required		1,500.00
Trench Excavation	160 cu. yd.	5.00	800.00
Watering	300 M-Gals.	3.00	900.00
3/4" - 0 Material in Base	2,020 cu. yd.	5.25	10,605.00
Stone Base	9,900 cu. yd.	5.00	49,500.00
3/4" - 0 Aggregate in Prime Coat	100 cu. yd.	7.00	700.00
RC-250 Asphalt in Prime Coat	16 ton	65.00	1,040.00
Class "B" Asphalt Concrete	3,400 ton	9.00	30,600.00
12-inch Culvert Pipe	270 lin.ft.	3.75	1,012.50
24-inch Culvert Pipe	72 lin.ft.	5.00	360.00
30-inch Arch-Type Pipe	180 lin.ft.	13.00	2,340.00
36" Arch-Type Pipe	70 lin.ft.	15.00	1,050.00
30-inch Culvert End Sections	4 only	110.00	440.00
36-inch Culvert End Sections	2 only	135.00	270.00
Extra For A. C. Conc. Approaches	8 only	40.00	320.00
		$	118,017.50
Flagging (57½% of Contractor's Cost)	All Required		500.00
Signing (Permanent)	All Required		500.00
Work by Pacific Power and Light	All Required		4,000.00
Work by Pacific Northwest Bell	All Required		9,000.00
		$	14,000.00

Subtotal	$ 132,017.50
10% Engr. & Cont.	13,201.50
Total	145,219.00

Length of Roadway - - - - - - - - - - - - 0.885 mile
Cost of Roadway per mile- - - - - - - - $164,089.27

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 1,600.00	$ 642.00*	$ 958.00
Roadway	145,219.00	58,344.00*	86,875.00
Retained in authorized Fund Status (Temp. & Perm. Restoration not covered by this contract.)	1,000.00	403.00*	597.00
	$147,819.00	$59,389.00*	$88,430.00

* Federal Funds will be increased to full pro rata at project agreement stage.

RECEIVED
APR 14 1966

FOR FILE

Form CD-121 (11-63) (Pres. by A.O. 3054-10)

UNITED STATES GOVERNMENT

Memorandum

ER-216(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 12, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-216(1)
Hilyard St.-G.N.R.R. O'xing Section, Midland Highway
Emergency Repairs

We hereby approve State Force Account procedures as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. Use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's March 30, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 0.9 (intermittent) mile of roadway and/or bridges at a total estimated State Force Account work amount of $537.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $340.00.

We concurred in the contract award for this section on September 8, 1965.

REFERRED TO
Asst. State Hwy. Engr.
4-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 7 - 1965
FOR FILING

EK-216(1)
6698

December 7, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6698, the Hilyard Avenue-Great Northern Railroad Crossing grading and paving project on the Midland Highway in Klamath County is anticipated. Asphalt Paving Company of Klamath Falls is the contractor. The original project authorization was $159,838.87. The present anticipated cost is $168,333.10, indicating an overrun of $8,494.23 or 5.3 percent.

The reason for this overrun is due to increased costs of utility adjustments beyond those anticipated in the original contract authorization.

This request for an additional authorization will be presented to you at the December 14 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
James F. Putnam

DES:rw fn

RECEIVED
DEC 3 0 1965

Form No. E-373—10M—7-65

OREGON STATE HIGHWAY DEPARTMENT

FOR

Report on Expected Over-run of Project Authorization

Project Name Hilyard Ave.-Great Northern R. R. Xing Date November 16, 1965

Highway Midland Contract No. 6698

County Klamath Kind of Work Grading & Paving Contractor Asphalt Paving Co.

Contract Amount $ 128,079.00

ER-2.16 (7)
6698

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			

Minor items, unitemized algebraic total .....

Subtotal ..... $ 0.00

Approved work orders (Price, extra work and state force orders) Project Authorization $ 14,000.00
P.A. No. 1 18" Culv. & Salv. Culv. 1,493.00

Expected over-runs and under-runs in work orders: Amount

Major items, itemized:

S.W.O. No. 1 Flagging 500.00
S.F.O. Nos. 1 & 2 Adjust Utilities. 10,013.00

Minor items, unitemized algebraic total 10,513.00

Subtotal ..... $ 10,513.00

Authorization for engineering ..... $ 11,366.32

Expected over-run or under-run of engineering authorization ..... $ 0.00

Costs not included above (explain) ..... $ 0.00

Allowance for future contingencies (~~5~~ 2.3 % of work remaining) ..... $ 2,881.78

Credits to come from transfers and deductions ..... $ 0.00

Present estimate of project cost ..... $ 168,333.10

Brief Statement of principal causes of over-run: Estimated cost of adjustment of telephone and electrical power facilities is $10,013.00 in excess of amount provided in original project authorization for adjustment of utilities.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 159,839.87	
Present estimate of project cost	$ 168,333.10	
Expected over-run (Amount)	$ 8,493.23	
Expected over-run (per cent)	~~XXXX~~ 5.3	

Submitted by: [signature] Resident Engineer

Noted by: [signature] Construction or Bridge Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 8710

RECEIVED
SEP 29 1965

Form CD-121 (11-63) (Pres. by A.O. 2nd 10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-216(1)
6699

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: September 24, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-216(1)
Hilyard St.-G.N.R.R. X-ing Section
Pacific N.W. Bell Telephone Co.
Utility Adjustment

Our memorandum dated July 26, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated July 2, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated September 14, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Preston's letter dated September 16, 1965. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work is satisfactory.

The addition of the subject utility as a minor program change as evidenced by Mr. Preston's September 16, 1965 letter is hereby approved.

In confirmation of our verbal approval, you are authorized to proceed with actual adjustments for the above-mentioned utility effective September 16, 1965. This authorization is subject to billing of the poles on a removal basis as covered in the agreement. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

NOTED
F. B. KLABOE

REFERRED TO
By Asst. State Hwy. Engr.
9-29-65

RECEIVED
SEP 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 21 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER 216(1)

6698

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific N.W. Bell Telephone Co. Relocation
Hilyard St.-Great Northern Rwy. X'ing Section
Midland Highway - Klamath County
Project No. ER-216(1) - Contract No. 6698

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work dated September 14, 1965.

The company's estimate deviates from our Staff Attorney's letter of July 2, 1965 by including two additional poles located on private property as being in conflict with the proposed construction. A field investigation has confirmed this. We agree the State is obligated to reimburse the company 16/23rds or 69.5% of the total cost of this work.

The estimate indicates the company proposes to install 45-foot poles throughout the area. This is to accommodate a power line to be contacted above the telephone cables. As noted in paragraph (1) page 1 of the company's letter dated September 14, 1965, which is attached to the above-mentioned estimate, the State's bill will be based on removal or replacement of the existing poles.

(2) Two copies of a sketch map prepared by the company showing the work to be done.

The company is not adequately staffed to do the placing of poles and conduit, and, therefore, requests the contract method. They plan to have Harry O'Grady of Bend, Oregon do this work under an existing continuing contract which was approved by your office in 1958.

This completes the agreement between the State and the company. Our Staff Attorney's letter describing the conflicts and establishing the obligation of the State to reimburse the company for the adjustments was submitted with the writer's letter of July 15, 1965.

The addition of this work as a minor program change as evidenced by the PS&E estimate is requested. We also request your approval of this agreement, including the contract method, as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4.

Very truly yours,

F. D. Morgan
Construction Engineer

By

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

encs.

cc: F. B. Klaboe
V. L. Gallagher (2)

NOTED
F. B. KLABOE

RECEIVED
SEP 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 22 1965
FOR FILING

XERO COPY

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 16, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-216(1)
Hilyard Ave-Great Northern R.R. Crossing Section
Grading & paving

As requested in Mr. Young's letter of September 14 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 8, 1965 in the award of contract No. 6698 to Asphalt Paving Co., of Klamath Falls, Oregon, low bidder in the amount of $128,079.00 at the August 10, 1965 bid opening.

Our concurrence of this project is based upon our verbal indication of August 12 that the low bid appeared adequate and the only restriction to award was submission of utility and right of way documents. Mr. Young's letter noted the reasons for your inadvertent clearance with this office, therefore, we are waiving the requirements of our tentative concurrence in this specific case prior to your award. We would appreciate your attention to this tentative concurrence in the future to avoid embarressment for both our offices.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65

NOTED
F. B. KLABOE

RECEIVED
SEP 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 16 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH H. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

EA-216(1)
66.1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1965

Pacific Power and Light Company
COPCO Division
216 West Main Street
Medford, Oregon

ATTENTION: Mr. T. H. Ness

Re: Power Line Relocation
Hilyard Ave.-Great Northern Railway
Crossing Section
Midland Highway - Klamath County
Project No. ER-216(1)
YOUR FILE: PD-9-CE-23

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 17, 1965, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of September 13, 1965.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. S. P. Jones, District Maintenance Superintendent, P. O. Box 1090, Klamath Falls 97601, Phone 882-5591, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. W. R. Meritt, Resident Engineer, P. O. Box 1090, Klamath Falls 97601, Phone 884-3245, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to September 13, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm

cc: Pacific Power & Light Co.
Portland, Oregon

F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
J. F. Putnam
W. R. Meritt
S. P. Jones
J. E. Holcomb

RECEIVED
OCT 1 - 1965

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 22 1965 C. E. Martin
Assistant State Engineer
U.S. Bureau of Public Roads

Form E-208—634

FOR FILING
ER-216(1)
6698

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Hilyard Ave.-Great Northern Railroad Crossing Date September 14, 1965

Highway Midland Contract No. 6698

County Klamath Prefix 118-1009

Contractor Asphalt Paving Co. F. A. Project No. ER-216(1)

Address 350 Spring St., Klamath Falls, Oregon 97601 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs of contractor for flagging furnished by the contractor as necessary during work on this project.

Location by station numbers:

Station 41+00 through equation in stationing, Station 70+44.7 Bk. equals Station 20+00 Ah., to Station 2+72

Estimate of quantities and cost:

State participation @ 50% of approved contractor's cost ---------- $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

State to reimburse the contractor in the amount of 50% of flagging costs for required flagging performed in accordance with the Standard Specifications for this project. Half of above estimated amount included in project authorization. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$159,838.87
Present estimate of project cost, including $1000.00 for work under this order	$159,838.87
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. Reid Meritt
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
SEP 15 1965
FOR FILING
ER-216(1)
6698

September 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Concurrence as of September 8, 1965 is requested in the award of contract for the Hilyard Ave.-Great Northern R.R. Crossing Section, Project No. ER-216(1).

The contractor receiving the award is Asphalt Paving Co. of Klamath Falls in the amount of $128,079.00 with the Contract No. 6698 assigned. This bid was received on August 10, 1965 and awarded September 8, 1965.

On the bid opening day we still needed to clear the right of way, also there were two utility estimates and plans outstanding. Since then the R/W has been taken care of and one utility, which leaves plans and estimate for the Pacific Northwest Bell Telephone Co. to be received. As you are well aware we have a thirty day clause in our specifications which states we will award the contract within thirty days which was done on the 29th day. In our concern to award the contract we inadvertently overlooked the fact that the utility was not clear and also neglected to call for our tentative concurrence in award. We plan to have the utility documents to you post haste and we ask your concurrence in award at this time.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been or will be made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb
cc: T. W. Litchfield

RECEIVED
SEP 2 0 1965

Form 1320
(11-63)
(Pres. by
ACP-PO)

UNITED STATES GOVERNMENT

Memorandum

FOR FILING

ER-216(7)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6698

DATE: September 13, 1965

In reply refer to: 08-35.2-EC

FROM : L. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Marcum
District Engineer

SUBJECT: Oregon Project [illegible]
Killyard Avenue-Great Northern R.R. Crossing Section
Pacific Power & Light Company Utility Adjustment

Our memorandum dated July 16, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as corrected by your Staff Attorney's letter dated July 2, 1965, submitted with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated August 17, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated August 27, 1965.

The addition of the subject utility as a minor program change as evidenced by the P.S. & E. estimate is hereby approved.

You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
[signature]
By Asst. STATE HWY. ENGR.
9-17-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1965
FOR FILING

ER-216(1)

6697

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 8, 1965 is requested in the award of contract for the Hilyard Ave.-Great Northern R.R. Xing Section, Project No. ER-216(1).

The contractor receiving the award is Asphalt Paving Co. of Klamath Falls in the amount of $128,079.00 with the Contract No. 6698 assigned. This bid was received on August 10, 1965 and awarded September 8, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
OCT 25 1965
FOR FILING

EK. 211 (.)

6698

September 9, 1965

Asphalt Paving Company
P. O. Box 947
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission on August 17, 1965, accepted your proposal for grading and paving the Hilyard Avenue-Great Northern Railroad Crossing Section of Dillard Highway in Klamath County for the sum of $188,079 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled. Middland Hwy

These conditions have been satisfied and the State Highway Engineer on September 8, 1965, awarded you the project, which has been assigned Contract No. 6698.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Pac. Bldr. & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 29 1965

ER-216(1)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6698 Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-216(1)
Hilyard St.-G.N.RR. O'xing Section
Grading and Paving

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' July 23, 1965 report except for the following:

File No.	38077	-- S.S.JOHNSON CO.
" "	38078	-- PEYTON
" "	38079	-- MILLER
" "	38080	-- WONSER
" "	38081	-- FREMONT GLASS & MILL WORK
" "	38082	-- MALLORY
" "	38083	-- SESSOM
" "	38085	-- GREAT NORTHERN RAILROAD

We understand that the above files are being negotiated, but if not successful, condemnation suits will be filed and that these parcels will be made available for occupancy and contractor's use prior to your requesting our concurrence in award.

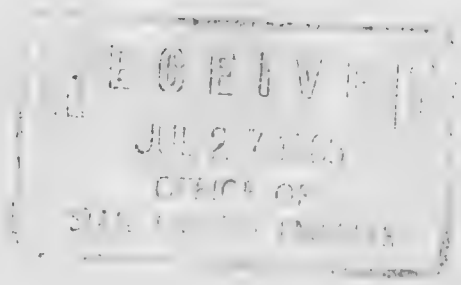
Authorization to proceed with utility adjustments included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

REFERRED TO
Young 4/13 incl
BY ASST. STATE HWY. ENGR.
copies to Oakes
Litchfield
7-29-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's July 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.



RECEIVED
JUL 12 1965
FOR FILING
ER-216 (1)
6698

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 6, 1965

SUBJECT: Right of Way Status
Hilyard Street-Great Northern
RR O'xing Section: Grade
and Pave

To: Mr. L. H. Young
Office Engineer

OFFICE

L

Referring to the August 10 Schedule of Contract Lettings and to your June 11 list of ER Projects, the following reflects the right of way status for Project No. (27).

Seven files are involved under this project, all of which have been assigned to the Bend office on June 25, 1965.

These files are currently being appraised and we will either secure options or make filings in condemnation within thirty days following the opening of bids. I can see no reason why an award cannot be made within thirty days from the opening of bids.

G. E. Rohde
Chief Counsel

By D. H. Moehring

D. H. Moehring
Right of Way Engineer

DHM:SM
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M R. Mitchell

ER-184(2) Hebo Sec., Oregon Coast & Three Rivers Hwys. (Intermittent riprap) 1965
ERFO-178(1)
#6699

STATE COPY

County transaction number	PR-2A (7-17) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
8-8-2	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
Project report number		County
S # 6679	7/25/66	Tillamook
		Project number
		ERFO-173(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 13,640

Revised Federal funds $ 13,640.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 25th day of July, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Labon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. H. Parsons
(Division Engineer)

By T. Dea
D. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ERFO-178(1)

THREE RIVERS SECTION OF THE

THREE RIVERS HIGHWAY IN TILLAMOOK COUNTY

(Revised Estimate as a basis for modification of the Project Agreement. Based on low bid prices, revised estimated quantities, temporary and permanent repair by State Forces and Negotiated Equipment Rental.)

Salem, Oregon, July 12, 1966

Type Code: 2010
Hebo Section (M.P. 0.60 and M.P. 4.43)(Contract No. 6699)

Loose Riprap	1,300 cu. yd.	$6.00	$ 7,800.00
			$ 7,800.00
Flagging (57½ of Contractor Cost)			$ 300.00
Shoulder Material			100.00
			$ 400.00
			$ 8,200.00
	Engr. & Cont.		820.00
	Subtotal		$ 9,020.00

Type Code: Y006
Flood Repair Temporary (M.P. 0.00 to M.P. 4.6)

Negotiated Equipment, Labor and Material	All Required	$ 678.75
State Forces Equipment, Labor and Material	All Required	3,846.28
		$ 4,525.03
	Engr. & Cont.	94.97
	Subtotal	$ 4,620.00
	Total	$13,640.00

Length of Project . . . . . 4.60 miles (Intermittent)

Summary of Funds

Description	Total Cost	Federal Funds
Three Rivers Section (Contract No. 6699)	$ 9,020.00	$ 9,020.00
Temporary Repair	4,620.00	4,620.00
Total	$13,640.00	$13,640.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 29-1083
29-4409

The field engineer neglected to submit a phase 1 report. The temporary costs amount as shown on the estimate was taken from our cost records. D.M.S. charges are not included.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
ER. 184 (2) 12-8-14	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	Oregon
PROJECT REPORT NO. #14		COUNTY Tillamook
		PROJECT NO. ERFO-178(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Three Rivers Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	0.00
*OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 7,480.00	$ 7,480.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Baldock

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

Oregon State Highway Department

Federal-Aid
Project No. ERFO-178(1)

THREE RIVERS SECTION OF THE

THREE RIVERS HIGHWAY IN TILLAMOOK COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 26, 1965

Type Code Y101
Hebo Section (MP 0.60 and MP 4.43)(Contract No. 6699)

Loose Riprap	1,100 cu.yd.	$6.00	$6,600.00
			$6,600.00
Flagging (57½% of Contractor's Cost)			$ 100.00
Shoulder Material			100.00
			$ 200.00
		Subtotal	$6,800.00
		Engr. & Cont.	680.00
		Total	$7,480.00

Length of Project - - - 0.000 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Hebo Section	$ 7,480.00	$ 7,480.00
Retained in Authorized Fund Status		
Temporary & Permanent Repair Not Covered by This Contract	$ 6,815.00	$ 6,815.00
	$14,295.00	$14,295.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 29-1083

FORM E-128X. 50M 3-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of revised P.S. and E. estimate for the Zigzag-Mt. Hood Section, Project No. ERFO-198(2). Estimate revised to reduce amount in authorized status for use on other projects as shown below.

Increase	Action	Present	Change	New Total
ERFO-152(2)	P.S. & E.	$ 73,000	$28,217	$101,217
ERFO-184(3)	P.A.	350,000	20,571	370,571
ERFO-178(1)	P.S. & E.	7,000	6,815	13,815
			$55,603	

Decrease				
ERFO-198(2)	Revised P.S. & E.	$698,000	$55,603	$642,397

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. M. Chase
Assistant Office Engineer

Oregon State Highway Department

Federal-Aid
Project No. ERFO-178(1)

THREE RIVERS SECTION OF THE

THREE RIVERS HIGHWAY IN TILLAMOOK COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Aug. 13, 1965

Type Code Y101
Hebo Section (M.P. 0.60 and M.P. 4.43)

Loose Riprap	1,100 cu.yd.	$ 6.50	$ 7,150.00
			$ 7,150.00
Flagging (57½% of contractor's cost)			100.00
Shoulder Material			100.00
			$ 200.00
Subtotal			$ 7,350.00
10% Engr. & Cont.			735.00
Total			$ 8,085.00

Length of Project - - - - - - - 0.000 mile

Federal Funds - $ 8,085.00

Retained in Authorized Fund Status

Description	Total Cost	Federal Funds
Temporary & permanent repair not covered by this contract	$ 5,730.00	$ 5,730.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-178(1)

THREE RIVERS SECTION OF THE

THREE RIVERS HIGHWAY IN TILLAMOOK COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, June 23, 1965

Type Code Y101
Hebo Section (M.P. 0.60 and M.P. 4.43)

Loose Riprap	1,100 cu.yd.	5.00	$5,500.00
			5,500.00
Flagging (57½% of Contractor's Cost)			100.00
Shoulder Material			100.00
			$ 200.00
		Subtotal	$5,700.00
		10% Engr. & Cont.	570.00
		Total	$6,270.00

Length of Project - - - - - - - - - - - - - 0.000 mile

Federal Funds - $6,270.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds
Temporary & permanent repair not covered by this contract	$5,730.00	$5,730.00

RECEIVED
JAN 11 1966
FOR FILING
ER-184 (2)
6699

January 11, 1966

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6699 awarded to Lowry and Johnson Construction Company for riprap on the Hebo Section of the Oregon Coast and Three Rivers Highways in Tillamook County was completed on November 1, 1965, and accepted by the Highway Commission on January 10, 1966.

Final payment in the amount of $1,041.98 will be released to the contractor after January 18, 1966. The total contract amount is $19,895.41 including $579.06 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Lowry & Johnson Construction Co.
6325 North Vancouver Avenue
Portland, Oregon 97217

Seth Leavens Agency
500 Jackson Tower
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 11 1966

FOR FILING
ER-184 (2)
6699

January 10, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 1, 1965, on Contract No. 6699. The contract was with Lewry and Johnson Construction Company and was for rip-rap work on the Nehe Section of the Oregon Coast and Three Rivers Highways in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 10, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

ER-184(2)
6699

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

PLEASE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon 97

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 17, 1965

In reply refer to: 08-35-DS

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2)
Cannon Beach - Neskowin and Kernville - Newport Sections
Oregon Coast, Sunset and Necanicum Highways
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 9, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated permanent restoration work on 113.31 (intermittent) miles of roadway at a total estimated negotiated contract amount of $31,555.00 and State force account work amount of $40,844.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $45,937.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on August 3, 1965. We concurred in the contract awards for Rocky Cr. Slide, Beverly Beach Slide, Neakahnie Mtn. Slide and Hebo Sections on August 8, September 7, and September 8, 1965 respectively.

Enclosure

REFERRED TO
[illegible] Wilbucks.
BY ASST. STATE HWY. ENGR.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

[illegible]

(Estimate as a basis for project agreement. Based on low bid prices. Will use costs of temporary & permanent repair by state forces and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y005
Rocky Cr. Slide (Sta. R 490442.92 to Sta. R 522435) (Contract No. 1078) FR-184(2)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,000 cu.yd.	0.40	1,600.00
Rock Embankment	5,000 cu.yd.	2.50	12,500.00
Trench Excavation	30 cu.yd.	10.00	300.00
Special Backfill in Drains	34 cu.yd.	10.00	340.00
8-inch Metal Perforated Drain Pipe 16 Ga.	240 lin.ft.	4.00	960.00
			$25,010.00
Planting (5?% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Type Code Y101
Rube Section (MP 70.80 & MP 81.00) (Contract No. 6609) FR-184(2)

Loose Riprap	1,300 cu.yd.	$ 6.00	$10,800.00
			$10,800.00
Planting (5?% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y005
Schmidt Ln. Slide (Sta. 279400 to Sta. 285400) (Contract No. 6693) FR-184(2)

Rock Embankment in Place	48,000 cu.yd.	$ 1.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Oregon State Highway Department -3-

Length of Section - - - - - - - 11[illegible]

Estimate

Location	Estimated	Actual	Saved
Rocky Creek Slide (Contract 6375)	$ [illegible],811.00	$ 15,153.00	$ [illegible]
Slide (Contract 6669))	[illegible],[illegible].00	7,[illegible].00	4,[illegible]
Yachhalmie Mtn. (Contract [illegible])	33,307.00	57,939.00	38,[illegible].00
Heverly Beach Slide (Contract # 6607)	17,437.00	11,054.00	6,[illegible].00
Temporary & Permanent Repairs	[illegible].00	51,010.00	31,[illegible].00
	$278,819.00	$144,994.00	$ 63,[illegible].00

State Funds for Const.: Chap. 175, Laws 1937;
Chap. 31, Laws 1939;
Chap. 5[illegible], Laws 1[illegible].
State Funds for Maint.: Chap. 9[illegible], Laws 1939.

Prefixes: 21-1080, 21-1081, 29-1083, 29-1084, 4-4406, 4-4407, 4-4407, 4-4409, 21-4419, 21-4419, 29-4411, 29-4412, 29-4512, 29-4413, 29-4713, 29-4414, 29-4514, 29-4415, 29-4515

The State Force equipment, labor & materials do not agree with the Phase I report due to unforeseen costs to the project. The D.M.E. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 1935.

ROCKY CREEK SLIDE SECTION

STATE WORK

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

STATE COPY

Monthly transaction number	PR-2A (...67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
1-72	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	Oregon
Project report number		County Clatsop, Lincoln & Tillamook
7 6097	12/29/65	Project number ER-184(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 24, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 228,519.

Revised Federal funds $ 114,994.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. V. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal Aid
Project No. ER-104(2)

CAPTAIN BEACH-NESKOWIN AND KENTUCK-NEHALEM SECTIONS OF THE

WECAMICUM, SUNSET, & OREGON COAST HIGHWAYS IN CLATSOP, LINCOLN, & TILLAMOOK

COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, estimated costs of temporary & permanent repair by State Force and negotiated equipment rental.)

Salem, Oregon, December 9, 1965

Type Code Y006
Rocky Cr. Slide (Sta. R 499+42.92 to Sta. [illegible]12+35) (Contract No. 6678)

Excavation Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Embankment Construction	4,200 cu.yd.	0.40	1,680.00
Rock Embankment	6,600 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	10.00	360.00
Special Backfill in Drains	34 cu.yd.	15.00	510.00
6-inch Metal Perforated Drain Pipe 18 Ga.	240 Lin.Ft.	4.00	960.00
			$25,010.00
Flagging (57½% Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding & Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		26,010.00
	Engr. & Cont.		2,601.00
	Total		$28,611.00

Type Code Y101
Hebo Section (MP 70.80 & MP 81.90) (Contract No. 6699)

Loose Riprap	1,800 cu.yd.	$ 6.00	$10,800.00
			$10,800.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$11,150.00
	Engr. & Cont.		1,115.00
	Total		$12,265.00

Type Code Y006
Neahkahnie Mtn. Slide (Sta. 279+00 to Sta. [illegible]35+00)(Contract No. 6693)

Rock Embankment in Place	48,600 cu.yd.	$ 1.12	$54,432.00
Trench Excavation	160 cu.yd.	4.82	771.20

Special Backfill in Drains	200 cu. yd.	$ 4.23	$ 846.00
Trucker, Power and Power Winch	196 hr.	32.64	6,398.00
Power Shovel with Dragline	150 hr.	28.68	4,302.00
Laborer	170 hr.	5.30	902.00
3/4"-0 Material in Base	150 cu. yd.	6.06	909.00
8-inch Drain Pipe, Type A Coating	500 l. ft.	1.82	1,001.00
12-inch Drain Pipe, Type A Coating	440 ll. ft.	2.65	1,166.00
Guard Rail	450 ll. ft.	4.55	2,047.50
Extra Guard Rail Posts	4 only	12.84	51.36
			$72,915.56
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½% of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		75,915.56
	Engr. & Cont.		7,591.44
	Total		$83,507.00

Type Code Y105
Remedy Beach Slide (Sta. 703+00 to Sta. 70[illegible]25) (Contract No. 6697)

Clearing and Grubbing	All Required		$ 700.00
Trench Excavation	1,300 cu. yd.	$ 6.00	7,800.00
Special Backfill in Drains	80 cu. yd.	10.00	800.00
Rock Backfill	1,000 cu. yd.	3.50	3,500.00
18-inch Metal Culvert Pipe	136 lin. ft.	7.00	952.00
8-inch Perforated Metal Drain Pipe	400 lin. ft.	3.00	1,200.00
Concrete Manholes	1 each	750.00	750.00
			$15,702.00
Flagging (57½% of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$15,852.00
	Engr. & Cont.		1,585.00
	Total		$17,437.00

Type Code 0101
Flood Repair Temporary and Permanent (MP 24.[illegible] to MP 43.09)(MP 0.00 to MP9.37 = MP 0.00 to MP 11.09 = MP 45.31 to 54.94)(MP [illegible] to MP 91.46)(MP 96.20 to MP 97.45)(MP 130.3 to MP 141.70)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$28,687.16
State Force Equipment, Labor and Materials	All Required	37,130.94
		$65,818.10

Permanent

Approved State Force Order No. 1	All Required	$ 9,000.00
	Subtotal	$73,818.10
	Engr. & Cont.	7,380.90
	Total	$83,699.00

Oregon State Highway Department -2- Federal Aid Project No. ER-184(2)

Length of Roadway - - - - - - 118.31 miles (Inventory)

STATEMENT OF COST

Description	Total Cost	Fed. Funds	State Funds
Rocky Creek Slide (Contract #6678)	$ 28,[illegible]11.00	$ 18,153.00	$ 10,458.00
Hebo (Contract #6699)	12,[illegible]3.00	7,[illegible]37.00	4,483.00
Washington Mtn. (Contract #6693)	53,[illegible]7.00	22,[illegible]35.00	30,622.00
Beverly Beach Slide (Contract # 6697)	17,437.00	11,064.00	6,373.00
Temporary & Permanent Repairs	[illegible]6,[illegible]21.00	55,010.00	31,689.00
	$[illegible]4,[illegible]19.00	$144,994.00	$ 83,625.00

State Funds for Const.: Chap. 173, Laws 19[illegible]
Chap. [illegible]1, Laws 19[illegible]
Chap. 5[illegible]9, Laws 19[illegible].
State Funds for Maint.: Chap. 5[illegible]9, Laws 19[illegible].

Prefixes: 21-1080, 4-4509, 21-4519, 29-4413, 29-4415, 21-1081, 4-4407, 29-4511, 29-4[illegible]13, 29-4515, 29-1083, 4-4507, 29-4417, 29-4414, 29-1084, 4-4409, 29-4518, 29-4[illegible]14, 21-4419

The State Force equipment, labor & materials do not agree with the Phase I Report due to unforeseen costs to the project. The D.P.S. office charges are not included in this estimate. We used charges on the cost book to arrive at this amount.

This estimate does not include work at M.P. 133.4, M.P. 135.3, and M.P. 136.2 which was disapproved by project approval letter dated July 26, 1965.

ROCKY CREEK SLUICE [illegible]

STATE JOB

Embankment Construction	4,200 cu.yd.	$0.25	$1,050.00
		Total	$1,050.00

FORM E-122X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 13, 19..

Mr. [illegible]
District Engineer
[illegible] Public Lands
[illegible] Bldg.
[illegible], Oregon

Dear Sir:

In the matter entered in [illegible] August Account for the following Federal-Aid Projects:

[illegible]-1(2) ——— [illegible] and Post to [illegible] Mile Section
[illegible]-1(2)(1) ——— Forest [illegible] Section

The following tabulation is the [illegible] of funds distributed from the project to counties to [illegible].

Primary Fund

Job No.	Action	Pay Roll	Amount	New Total
[illegible]-1(2)	P.A.	[illegible]	$ 1,340	$21,710
[illegible]-1(4)(1)	P.A. & L.	[illegible]	[illegible]	4,034
[illegible]-1(4)(2)	P.A. & L.	[illegible]	[illegible]	14,341
[illegible]-1(4)(3)	P.A. & L.	[illegible]	[illegible]	44,111

Secondary

[illegible]-1(2)(1)	P.A.	[illegible]	[illegible]	$177,000

[illegible] Yours,

[illegible]
[illegible] Highway Engineer

By

[illegible]
[illegible] Engineer

Oregon State Highway Department

Federal-Aid
Project No. ER-134(2)

CANYON CREEK-MOCKOLLE AND PLAINVIEW-LOST CREEK SECTIONS OF THE

MECAMICUM, SUNSET HIGHWAY NO. 2 (U.S. HIGHWAYS

NO. 26 AND NO. 101) IN CLATSOP, LINCOLN AND TILLAMOOK COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 4, 1965

Type Cross Section (Sta. 2 492+72.5 to Sta. 1 122+45)

Excavation, Unclassified	5,000 cu.yd.	$ 1.00	$ 5,000.00
Rock Embankment	6,500 cu.yd.	2.50	16,500.00
Trench Excavation	36 cu.yd.	4.00	144.00
Special Backfill in Drains	34 cu.yd.	10.00	340.00
6-inch Metal Perforated Drain Pipe, 18 Ga.	240 lin.ft.	3.00	720.00
			$ 22,704.00
Flagging (57% of Contractor's Cost)	All Required		$ 500.00
Adjust Guard Rail	All Required		200.00
Seeding and Mulching	All Required		300.00
			$ 1,000.00
	Subtotal		$ 23,704.00
	10% Engr. & Cont.		2,370.00
	Total		$ 26,074.00

Type Cross Y101
Rube Section (SP 70.80 and SP 81.90)

Loose Riprap	1,800 cu.yd.	$ 5.00	$ 9,000.00
			$ 9,000.00
Flagging (57% of Contractor's Cost)	All Required		$ 200.00
Shoulder Material	All Required		150.00
			$ 350.00
	Subtotal		$ 9,350.00
	10% Engr. & Cont.		935.00
	Total		$ 10,285.00

Length of Project - - - 0.00 Mile

Tunnel Hill
Minor Rock Slide (Sta. 2745) to Sta. 2832)

Rock Embankment in Place	48,500 cu.yd.	$ 1.75	$ 85,050.00
Trench Excavation	160 cu.yd.	4.00	640.00
Special Backfill in Drains	200 cu.yd.	9.00	1,800.00
Tractor, Dozer and Power Winch	200 hour	30.00	6,000.00
Power Shovel with Dragline Excavator	150 hour	25.00	3,750.00
3/4" - 0 Material in Base	150 hour	6.00	900.00
8-Inch Drain Pipe, Type A Coating	160 cu.yd.	6.00	960.00
12-Inch Drain Pipe, Type A Coating	550 lin.ft.	2.75	1,512.50
Guard Rail	440 lin.ft.	4.00	1,760.00
Extra Guard Rail Posts	450 lin.ft.	3.50	1,575.00
	4 each	10.00	40.00
			$103,987.50
Seeding and Mulching	All Required		$ 500.00
Stone Shoulders and Pavement	All Required		2,000.00
Flagging (57½ of Contractor's Cost)	All Required		500.00
			$ 3,000.00
	Subtotal		$106,987.50
	10% Engr. & Cont.		10,698.50
	Total		$117,686.00

Length of Contract - - - 0.00 Mile

Item Code YOOL
Easterly Rock Slide (Sta. 703+00 to Sta. 70 12)

Clearing and Grubbing	All required		$ 300.00
Trench Excavation	1,300 cu.yd.	$ 4.50	5,850.00
Special Backfill in Drains	80 cu.yd.	9.00	720.00
Rock Backfill	1,000 cu.yd.	3.00	3,000.00
18-Inch Metal Culvert Pipe	136 lin.ft.	7.00	952.00
8-Inch Perforated Metal Drain Pipe	400 lin.ft.	3.00	1,200.00
Concrete Manholes	1 each	500.00	500.00
			$ 12,522.00
Flagging (57½ of Contractor's Cost)	All Required		$ 150.00
	Subtotal		$ 12,672.00
	10% Engr. & Cont.		1,267.00
	Total		$ 13,939.00

Length of Contract - - - 0.00 Mile

SUMMARY OF COST

Description	Total Cost	Federal Funds	State Funds
Rock Creek Slide	$ 24,074.00	$ 18,143.00	$ 5,931.00
Ross	10,285.00	6,525.00	3,760.00
Neahkahnie Mtn.	117,030.00	74,071.00	43,015.00
Beverly Beach Slide	13,995.00	8,744.00	5,095.00
Subtotal	$165,984.00	$105,983.00	$61,401.00
Retained in Authorized Grad Defects			
Temporary and permanent work not covered above	$ 65,818.00	$ 42,461.00	$24,057.00
Total	$233,802.00	$148,344.00	$85,458.00

ROCKY [illegible]

STATE [illegible]

Embankment Construction	4,200 cu. yd.	$0.25	$1,050.00
		Total	$1,050.00

RECEIVED
SEP 29 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
FOR 9/24/65

PROJECT REPORT NO.
ER-184(2)

FOR [illegible]-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

9-21-65

STATE: Oregon

COUNTY: Clatsop

PROJECT NO.: ER-184(2)

Original filed 6-4-18

6699

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cannon Beach-Neskowin and Kornville-Newport Sections.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-26-65	0.00
*OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 151,720.00	$ 96,266.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Floyd P. Stone

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By ~~XXX~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer SEP 24 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Hebo		WEEK ENDING: November 12, 1965
		SECTION PREFIX: 29-1083
HIGHWAY: Oregon Coast & Three Rivers		COUNTY: Tillamook
NAME OF JOB: Hebo	KIND OF WORK: Riprap	
CONTRACTOR: Lowry & Johnson Constr Co	CONTRACT NUMBER: 6699	FEDERAL AID PROJECT NUMBER: ER-184(2), ERFO-178(1)
DATE OF CONTRACT: September 8, 1965	DATE WORK STARTED: Sept 9, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 20,193.75	SPECIFIED COMPLETION DATE: October 31, 1965	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 18,757.75	ENGINEERING AUTHORIZATION: $ 1436.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 20,178.41	ENGINEERING COST TO DATE: $ 1710.30	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 8.76 %	PERCENT OF AUTHORIZATION: 119.1 %	DATE PROJECT WAS COMPLETED: November 1, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		project is completed					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	n/a				
MILES PARTIALLY COMPLETED	n/a				
MILES COMPLETED	n/a				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2900				
TOTAL QUANTITIES CORRECTED TO DATE	3151.9				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same				
AVERAGE DAILY QUANTITIES this week	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	project complete				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				Re...ng
TUESDAY				Decker, Bond, Barbee, Walker, ... Swan
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
NOV ...
CC...

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY Nov 8	No work.
TUESDAY Nov 9	Work started on the semifinal estimate
WEDNESDAY Nov 10	The semifinal estimate completed and delivered to Salem.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Thw semifinal estimate was completed and delivered to the Division office on Wednesday.

FINAL REPORT

SIGNED C. A. Baker LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 15 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6699

TO : Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

DATE: November 9, 1965

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-184(2) & ERFO-178(1)
Hebo Section, Oregon Coast Highway
State Force Order No. 1, Contract No. 6699

Reference is made to your letter dated October 19, 1965 concerning subject order.

We are approving the use of State forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. This small amount of work was not included in original contract and can be accomplished more economically by State forces than by the contractor.

2. The State has trained men and specialized equipment to perform the work.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
Jerry Wiencl.
BY ASST. STATE HWY. ENGR. 11-15-65

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-186—3M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 13 1965 By M E Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 1

Project Name Hebo Date October 6 19 65

Highway Oregon Coast & Three Rivers Contract No. 6699 F. A. Project No. ER-184(2), ERFO-178(1)

County Tillamook Prefix 29-1083 Account No. 221-01

Description of Work To Be Done:

Haul and place shoulder material to complete shoulders in areas where riprap was placed. Work to be done by State forces.

Location by Station Numbers:

Throughout the project, as required.

Estimate of Quantities and Costs:

Labor and equipment, lump sum: $250.00

Explanation:

This was an anticipated item for which $250 was included in the project authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$20,193.75
Present estimate of project cost, including $ 250.00 for work under this order	$21,870.00
Expected ~~under-run~~ over-run (amount)	$1,676.25
Expected ~~under-run~~ over-run (per cent)	8.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Division Engineer

Approved: /s/ L. H. Young, ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

NOV 2 9 1965

FOR F

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-184 (2)

6699

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Nov. 1, 1965, on Contract No. 6699, Hebo Section, in Tillamook County, in connection with Federal-Aid Project Nos. ER-184(2) and ERFO-178(1).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: Nov. 22, 1965

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin, District Engineer

REFERRED TO
[signature]
ASST. STATE HWY. ENGR.

Orig to Yours
Copy to Morgan

RECEIVED
SEP 20 1965
FOR FILING

ER-184(2) ERFO-178(1)

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6699

K LABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects ER-184(2) & ERFO-178(1)
Hebo Sections
Riprap

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 8, 1965 in the award of contract No. 6699 to Lowry and Johnson Construction Co., of Portland, Oregon, low bidder in the amount of $17,400.00 at the August 31, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-20-65

RECEIVED
SEP 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 8 - 1965
FOR FILING

Form E-960—[illegible]

ER-184(2)
ERFO-173(1)
6699

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 13 1965 By W. E. Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Hebo Date September 13, 1965

Highway Oregon Coast & Three Rivers Contract No. 6699

County Tillamook Prefix 29-1083

Contractor Lowry & Johnson Construction Co. F. A. Project No. ER-184(2), ERFO-173(1)

Address 6325 N. Vancouver Ave., Portland 17, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:
Clean up and dispose of flood debris and driftwood in riprap areas.

Location by station numbers:
MP 81.90, Oregon Coast Highway
MP 4.43, Three Rivers Highway

Estimate of quantities and cost:

Labor, (including payroll additives)	$100.00
Equipment	25.00
Contractors allowance	18.75
Total	143.75

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The debris and driftwood left by flood waters in the work areas must be disposed of prior to the placing of riprap. The work does not lend itself to measurement for payment by a unit price, Money is available in the contingency fund.

Work is expected to begin September 14, 1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 20,193.75
Present estimate of project cost, including $ 143.75 for work under this order	20,193.75
Expected under-run / over-run amount	$ None
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Nimet Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
OCT 8 - 1965

FOR FILING

Form E-208—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 13 1965 By W. E. Martin
Title Division Engineer
U.S. Bureau of Public Roads

Project Name Hebo Date September 13, 1965

Highway Oregon Coast and Three Rivers Contract No. 6699

County Tillamook Prefix 29-1083

Contractor Lowry & Johnson Construction Co. F. A. Project No. ER-184(2), ERFO-178(1)

Address 6325 N. Vancouver Ave., Portland, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State share of flagging.

Location by station numbers:

Throughout the project as required.

Estimate of quantities and cost:

Labor $300

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

An anticipated item for which $300 was set up in the project authorization. Work is expected to begin Sept. 14,1965.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 20,193.75	
Present estimate of project cost, including $ 300 for work under this order	$ 20,193.75	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ C. H. Baker, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. Division Engineer

Approved /s/ L. H. Young, State Highway Engineer

State Printing

Salem Office

RECEIVED
SEP 13 1965
FOR FILING
ER-184(2)
ERFO-178(1)
6699

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the Hebo Section, Project Nos. ER-184(2) and ERFO-178(1).

The contractor receiving the award is Loury & Johnson Construction of Portland in the amount of $17,400.00 with the Contract No. 6699 assigned. This bid was received on August 31, 1965 and awarded September 8, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
OCT 25 1965
FOR FILING

6699

September 9, 1965

Lowry and Johnson Construction
6325 North Vancouver Avenue
Portland 17, Oregon

Gentlemen:

The State Highway Commission on September 8, 1965, awarded to you State Highway Contract No. 6699 for intermittent riprap on the Nehe Section of the Oregon Coast and Three Rivers Highways in Tillamook County.

This award was based on your bid of $17,400, which was identical with a bid submitted by Fischer Company to the Commission on August 31, 1965, for this project. The award to you was made by the flip of a coin in the presence of Mrs. Lowry and Mr. Fischer.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Fischer Company
4478 64th Street, S.E.
Salem, Oregon

R. L. Porter
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
AUG 16 1965

Form CD-12 (11-63)
(Pres. by A.O. 206-191)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 16, 1965

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Projects ERFO-178(1) and ER-184(2)
Hebo Sections
Riprap

As requested by Mr. Young's August 11, 1965 letter, we concur in the rejection of the single bid for portions of the subject projects. Revised specifications and estimate are hereby approved. You are authorized to re-advertise the project for bids for a period of two weeks.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

copy to Porter

ER-109(2)	Tucker Creek (Bridgeview & Holland) Bridges, Holland	1965
#6700	Loop Road	DEFAULT

08H 2860

RECEIVED
MAR 15 1967
FOR FILING

ER-109(2)
6700

March 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Herewith we are sending two copies of progress voucher for the Sucker Creek (Bridgeview & Holland) Bridges Section, Federal-Aid No. ER-109(2) in the amount of $17,556.61.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

PH:mw

RECEIVED
DEC 13 1966

FOR FILE EK-109(2)

Form CO-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 9, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-109(2)
Sucker Creek (Bridgeview and Holland) Bridges
FAS 267
Emergency Repairs

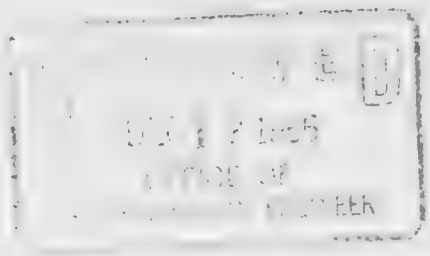
12-13-66
REFERRED TO
[illegible]
By Asst. State Hwy. Engr.

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 5, 1966 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 5.9 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $28,249, and County Force Account work amount of $2,872. Estimated emergency fund participation is to be at the regular pro-rata share, or $19,765.

Findings regarding non-incidental permanent repairs on the project by County Forces were previously transmitted on December 13, 1965 and October 5, 1966. We concurred in the contract award for the structure for this section on October 22, 1965.



BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 13 1965

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 8, 1965

In reply refer to:

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-109(2)
Sucker Creek (Bridgeview and Holland) Bridge
Structures

The revised October 4, 1965 estimate of $134,840.00 for the subject project is disapproved. Since the corrected low bid received previously would have been $105,489 and the second low bid was $128,720, there appears to be no justification for increasing the engineer's estimate substantially above the previous estimate of $105,155.

REFERRED TO
By Asst. State Hwy. Engr.
10-13-65

NOTED
F. B. KLABOE

RECEIVED
OCT 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Edwards
10-11-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 28 1965
FOR FILING

September 29, 1965

Mr. Thomas H. Brownhill
Attorney at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon

49

Dear Mr. Brownhill:

On September 8, you wrote to the State Highway Commission stating that M. R. Holst and John Gilliland had made a mistake in the low bid submitted August 31, for reconstruction of two bridges on the Holland Loop County Road in Josephine County. They had submitted a low bid of $90,489. You also submitted an affidavit and photocopies showing how the error had been made.

This matter was presented to the Highway Commission at its meeting yesterday. After consideration the Commission released Mr. Holst and Mr. Gilliland from their bid. The project is being readvertised.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Figs

cc: Mr. M. R. Holst
P. O. Box 692
Oakridge, Oregon

Mr. John Gilliland
1230 N 37th Street
Springfield, Oregon

Mr. Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Kinboe
L. H. Young
I. D. Marchant
C. H. Maison
L. R. Chandler

RECEIVED
SEP 29 1965
FOR FILING

ER 107 (2)
6700

September 29, 1965

Mr. R. G. Savage, Director
Employer Coverage Division
State Industrial Accident Commission
Labor and Industries Building
Salem, Oregon

Attention: Mr. W. W. Geibel
Rating Supervisor

Gentlemen:

About a week or ten days ago I talked with you on the phone regarding Contract No. 6700 awarded to M. R. Holst and John Gilliland. At that time I mentioned that they had asked to be released of the contract pleading that they had made an honest mistake in their bid.

This matter was considered by the Highway Commission at its meeting yesterday and the Commission ordered that they be released from the contract.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM 97310

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION Rate & Survey
WWG: 146331
276206
Pending

September 14, 1965

Mr. Floyd Query, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Query:

The employers awarded contracts on September 7, 1965, are properly registered with one exception.

Contract number 6700 was let to M. R. Holst and John Gilliland. The partnership or joint venture is not registered with this agency, although we have an account with each of these parties as an individual employer.

Please contact the parties involved to see that a registration is filed for the partnership or joint venture.

Yours truly,

R. G. Savage, Director
Employer Coverage Division

By: W. W. Geibel

W. W. Geibel
Rating Supervisor

WWG:cf

ed. Ph. 1404
9/17 Phoned Geibel & explained that contractor had called error in bid - Will answer letter after 9-28 Commission meeting
EG

RECEIVED
SEP 13 1965
STATE HIGHWAY COMMISSION

RECEIVED
SEP 28 1965
FOR FILING
ER-109(2)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 23, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-109(2)
Sucker Creek (Bridgeview and Holland) Bridges
Structures

As requested in Mr. Young's September 21 letter, we concur in the rejection of all bids for the subject project received at the August 31 bid opening. Our concurrence is based on the evidence provided in Mr. Young's letter that the low bidder claimed error on his bid that is substantiated by the comparison of bids received.

Our September 15 concurrence in award is hereby rescinded.

The revised PS & E documents for this portion of the project are hereby approved. You are authorized to readvertise this project for bids for a two week period. Our August 9 authorization memorandum will pertain to this readvertisement in its entirety. A signed copy of the revised title sheet is returned herewith.

REFERRED TO
Young w/ encl.
Asst. State Hwy. Engr.
9-28-65

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 22 1965
FOR FILING
EK-107(2)

September 22, 1965

Oregon State Highway Commission

Gentlemen:

On August 31, 1965, H. R. Holst and John Gilliland, as a joint venture, submitted a low bid of $80,489 for the reconstruction of two bridges on the Holland Loop County Road in Josephine County. The structures were damaged by last December's floods and it was contemplated to reconstruct the bridges under Emergency Relief Federal-aid.

On September 9, 1965, we were advised that the bidders claim an error in Item 12 (shoring and cribbing on Holland Bridge) of $18,000. They state that their bid of $2,000 for the item should in effect have been $20,000. They have submitted affidavits and copies of work sheets to support their contention.

This is a "gray area" case and we have no way of determining the authenticity of the bidders' claim. Other bidders for the same item bid $17,500, $20,000, and $25,256, respectively. However, the State's estimate was $5,000. The low bidders' total proposal amounted to $87,489 against the State's estimate of $105,155.

I am of the opinion that whether we are convinced that an actual mistake was made or not our chances of recovering the bid bond under court procedure are not good. I recommend, therefore, that the bidders be released and the project readvertised. This procedure has the approval of the Bureau of Public Roads; has been verbally approved by Chairman Jackson; and the item will appear on the agenda for the September 28 meeting for your concurrence.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Klaboe
L. H. Young
I. D. Marchant
C. H. Maison
L. R. Chandler

RLP:ms bg

RECEIVED
SEP 22 1965
FOR FILING

E.R-109(2)

6700

September 21, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Sucker Cr. (Bridgeview and Holland) Bridge
Project No. ER-109(2)

Dear Sir:

The award of contract for the above-mentioned project was forwarded to M. H. Holst and John Gilliland for their acceptance of the contract. In return they called our Commission Secretary advising him that their intention was not to accept, and to return the contract unsigned for reasons stated in previous correspondence.

Under date of September 9, 1965, the contractors, through their attorney, filed an affidavit with the Highway Commission claiming an error in Bid Item 12 (Shoring and Cribbing on Holland Bridge) of $15,000 and are asking permission to withdraw their bid.

The bidder claimed error in copying his bid on Item 12, Shoring and Cribbing, on the bid form. He entered the figure $2,000 on the bid form, whereas the affidavit shows the figure $20,000 on his work sheet.

The following is a tabulation of the State's estimate and the other three bidders' figures on the same item:

State's Estimate	$ 5,000
Haaland Construction Co. and Stach Construction Co., Inc. (2nd low)	20,000
Tom Lillebo Construction Co. (3rd low)	17,500
Willamette Tug & Barge Co. (4th low)	45,456

Mr. A. W. Parsons -2- September 21, 1965

Further analysis of the bids on this project reveals that the low bidder did bid extremely low on four items. There were two bridges involved, each requiring "cutting and repositioning" of the existing bridge and "shoring and cribbing" preparatory to reconstruction. Those were items 1, 2, 11 and 12 of the bid proposal. Tabulation of the other bids received, and the State's estimate is as follows:

	State's Estimate	M.R. Holst & John Gilliland low bid	Ausland Constr.Co. & Lynch Constr.Co. 2nd low bid	Tom Lilleho Constr. Co. 3rd low bid	Willamette Tug & Barge Co. 4th low bid
Item 1	$15,000	$ 4,100	$12,000	$25,000	$12,000
Item 2	5,000	4,400	12,000	12,500	5,000
Item 11	8,000	2,150	12,000	25,000	30,000
Item 12	5,000	4,000	20,000	17,500	25,456
Total	$33,000	$14,650	$56,000	$80,000	$72,456

The total of the State's estimate and of the other bidders' on the four items above indicate a cost well above the low bidder's figures. The State's estimates are the lowest.

In view of the above information, it is our intention not to award the contract to the low bidder and readvertise with a bid opening date of October 12, 1965. We do not intend to try to collect the bid bond as we feel there was an honest error made in the bid calculations.

We hereby request your approval of a minimum advertising period of two weeks for this emergency relief project.

As for the concurrence in award letter dated the 13th, it was written late on Friday with a Monday date. In all reality the letter should not have been sent.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

cc: Mr. F. E. Klaboe
Mr. T. E. Edwards
Mr. F. D. Morgan
Mr. H. S. Cox
Josephine County Court

RECEIVED
SEP 17 1965
FOR FILING

EK-109(2)
6700

Salem, Oregon
September 16, 1965

Mr. Forrest Cooper
State Highway Engineer

OFFICE

Sucker Creek Bridges
Holland Loop Road
Josephine County

On August 31, 1965, M. H. Halst, an individual, and John Gilliland, an individual, under a joint venture, submitted a low bid of $87,489 for the reconstruction of two bridges on the Holland Loop County Road in Josephine County which were damaged by the December flood.

Under date of September 9, 1965, the contractors, through their attorney, filed an affidavit with the Highway Commission claiming an error in Bid Item 12 (Shoring and Cribbing on Holland Bridge) of $18,000 and are asking permission to withdraw their bid.

The bidder claimed error in copying his bid on Item 12, Shoring and Cribbing, on the bid form. He entered the figure $2,000 on the bid form, whereas the affidavit shows the figure $20,000 on his work sheet.

The following is a tabulation of the State's estimate and the other three bidders' figures on the same item:

State's Estimate	$ 5,000
Ausland Construction Co. and Stash Construction Co., Inc. (2nd low)	20,000
Tom Lillebo Construction Co. (3rd low)	17,500
Willamette Tug & Barge Co. (4th low)	25,256

Further analysis of the bids on this project reveals that the low bidder did bid extremely low on four items. There were two bridges involved, each requiring "cutting and repositioning" of the existing bridge and "shoring and cribbing" preparatory to reconstruction. These were items 1, 2, 11 and 12 of the bid proposal. Tabulation of the other bids received, and the State's estimate is as follows:

	State's Estimate	N. R. Holst & John Gilliland low bid	Ausland Constr. Co. & Stash Constr. Co. 2nd low bid	Tom Lillebo Constr. Co. 3rd low bid	Willamette Tug & Barge Co. 4th low bid
Item 1	$15,000	$ 4,100	$12,000	$25,000	$12,000
Item 2	5,000	4,400	12,000	12,500	5,000
Item 11	8,000	2,150	12,000	25,000	30,000
Item 12	5,000	2,000	20,000	17,500	25,256
TOTAL	$33,000	$12,650	$56,000	$80,000	$72,256

The total of the State's estimate and of the other bidders' on the four items above indicate a cost wall above the low bidder's figures. The State's estimates are the lowest. An item by item evaluation casts doubt as to whether or not the low bidder actually made an error.

Insofar as I am able to determine, these two individuals either as individuals or under a joint venture, have never bid Highway Department work before. Their experience as stated in their qualification statement indicates that N. R. Holst has built one $40,000 bridge for the U. S. Department of Agriculture and John Gilliland has served as foreman and job superintendent for several contractors on State bridge work.

In view of their limited experience and by examination of the four lump-sum item bids, I must conclude that more probably their bid was low because of lack of knowledge of the requirements of the job.

I would recommend that the project not be awarded to the low bidder, and that his bid bond be forfeited. I would also recommend that the project be readvertised.

Tom Edwards
Assistant State Highway Engineer

TE:bg

cc: R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young
G. H. Nelson
L. R. Chandler
F. B. Klabee
G. E. Rohde

RECEIVED
SEP 22 1965
FOR FILING
EF-109(2)

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-109(2)
Sucker Creek (Bridgeview and Holland) Bridges
Structures

As requested in Mr. Young's letter of September 13, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 10, 1965 in the award of contract No. 6700 to M. R. Holst & John Gilliland, of Oakridge, Oregon, low bidder in the amount of $87,489.00 at the August 31, 1965 bid opening.

REFERRED TO
Young - Edwards - Bruschke
BY ASST. STATE HWY. ENGR.
9-20-65

RECEIVED
SEP 1 1965
OFFICE
STATE HIGHWAY
NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. RIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEN 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 14, 1965

M. ... Holst and John Gilliland
P. O. Box 692
Cakridge, Oregon

Gentlemen:

Enclosed are three copies of a contract which was awarded to you by the State Highway Commission as follows:

Contract No. 6700, awarded September 10, 1965, for structures on the Sucker Creek (Bridgeview and Holland) Bridges of the Holland Loop Road, ... 207, in Josephine County.

Please execute two of these copies as to contract and bond, and return them to this office for completion. PLEASE FOLLOW EXACTLY THE INSTRUCTIONS GIVEN ON THE BLUE SLIP ATTACHED TO THE CONTRACT.

The third copy of the contract, stamped "ADVANCE COPY to be Retained by Contractor", is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is December 31, 1965.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

cc: L. M. Young
L. R. Chandler
Resident Engineer
F. D. Morgan

RECEIVED
SEP 13 1965
FOR FILING

F-109(2)
6700

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the Sucker Creek (Bridgeview and Holland) Bridges, Project No. ER-109(2).

The contractor receiving the award is M. R. Holst & John Gilliland of Oakridge in the amount of $87,489.00 with the Contract No. 6700 assigned. This bid was received on August 31, 1965 and awarded September 10, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

PREPARED
OCT 25 1965
FOR FILING

September 10, 1965

M. A. Holst &
John Gilliland
P. O. Box 494
Oakridge, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, accepted your proposal for work on the Smoker Creek (Bridgeview and Holland) Bridges on the Holland Loop Road in Josephine County for the sum of $87,459 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6700.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

GP

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 10 1965
FOR FILING
EX-129(2)
6710

September 10, 1965

Mr. Thomas E. Brownhill
Attorney at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon

Dear Mr. Brownhill:

This will acknowledge receipt of your letter of September 9 to which was attached an affidavit signed by John B. Gilliland explaining how an error was made on Bid Item No. 12 as submitted by Mr. Holst and Mr. Gilliland for the Sucker Creek Bridges on Holland Loop Road in Josephine County. Bids for this project were opened on August 31, 1965.

Your letter and the attachments are being forwarded to the State Highway Engineer for consideration in connection with the material you submitted a day or so ago.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

FO:fm

cc Mr. M. R. Holst
Box 592
Oakridge, Oregon

Forrest Cooper
R. L. Porter
F. B. Klaboe
George Rohde

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT

September 9, 1965

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Bridges Nos. 7325A
and 7334A

Dear Sirs:

As promised in my letter of September 8, 1965 concerning the above matter, enclosed please find the affidavit of Mr. John Gilliland which explains how the error in the bid was made. My letter of September 8, 1965 was inaccurate in that it challenged the total bid price listed on the bid submitted. That figure in the sum of $87,489.00 was accurate when Item 12 was entered as $2,000.00 instead of $20,000.00. This, I believe, is made clear in the affidavit of Mr. Gilliland.

Very truly yours,

Thomas E. Brownhill

Thomas E. Brownhill

TEB:kh
Enclosure - affidavit

cc: Mr. M. R. Holst
Box 692
Oakridge, Oregon

RECEIVED
SEP 10 65
OREGON
STATE HIGHWAY COMMISSION

STATE OF OREGON)
) ss.
County of Lane)

I, John Gilliland, being first duly sworn, depose and say that I prepared the bid which was submitted by M. R. Holst and John Gilliland, which bid was submitted to the Oregon State Highway Department on August 31, 1965, for the repair and construction of Bridges Nos. 7325A and 7334A in Josephine County, Oregon.

The bid, as prepared by me, was as appears on the enclosed exhibit, which is a Xerox copy of my final work sheets. After completing my final work sheets, I transferred the figures to the official bid sheet which I submitted. In transferring these figures, Item 12 "Shoring, Cribbing, etc." which appears on my work sheets as the sum of $20,000.00, was entered on the official bid sheet as $2,000.00. This made an error of $18,000.00 in the bid submitted.

On the work sheets, a Xerox copy of which are attached to this affidavit, the total appearing thereon which is $87,489.00, was obtained by adding the individual figures on a separate sheet of paper where they had been transferred. In making the transfer to the separate sheet of paper I committed the identical error which I committed in transferring to the official bid sheet; that is, Item 12 was transferred as $2,000.00 instead of $20,000.00. The total figure was entered on the work sheet, a copy of which is enclosed, after it was added. Several people added it and reached different totals which were entered, but the final total of $87,489.00 is correct when Item 12 is erroneously entered as $2,000.00 instead of $20,000.00. If Item 12 is entered as $20,000.00 which is the proper figure, the total of the bid price becomes $105,489.00.

Because of the above error in transferring figures from the work sheets to the official bid sheet, it is hereby requested

that M. R. Holst and myself be permitted to withdraw the above referred to bid from consideration by the State Highway Commission.

Dated this 9th day of September, 1965.

John B. Gilliland

Subscribed and sworn to before me this 9th day of September, 1965.

Thomas E. Brownhill
Notary Public for Oregon

My Commission expires: August 26, 1966

Sucker Creek (Bridgeview and Holland) Bridges
Structures

BID SCHEDULE

Item No.	Item		Unit Price	Amount
	Bridgeview Bridge No. 7325A			
1.	Cut and Reposition Bridge	All Specified		
	For _____	Lump Sum	not cost	$ 410.00
2.	Shoring, Cribbing, etc.	All Required		
	For _____	Lump Sum	"	$ 4400
3.	Structural Excavation	300 cu. yds.		
	For _____	per cu. yd.	$ 9	$ 2700
4.	Furnish 10 BP 42 Steel Piling	400 lin. ft.		
	For _____	per lin. ft.	$ 6	$ 2400
5.	Drive Steel Piles	10 only		
	For _____	each	$ 100	$ 1000
6.	Splice Steel Piles	2 only		
	For _____	each	$ 50	$ 100
7.	Class "A" Concrete	All Specified		
	For _____	Lump Sum	40 110	$ 4400
	Redimix Conc Jet		1850 Cont	19100

Sucker Creek (Bridgeview and Holland) Bridges

Item No.	Item		Unit Price	Amount
8.	Metal Reinforcement For _____	All Specified Lump Sum 3000	.20	$ 600.
9.	Stone Riprap For _____	130 cu. yds. per cu. yd.	$ 15	$ 1950
10.	Special Backfill For _____	425 cu. yds. per cu. yd.	$ 10	$ 4250 23800

Holland Bridge No. 7334A

11.	Cut and Reposition Bridge For _____	All Specified Lump Sum	cont nut	$ 2150
12.	Shoring, Cribbing, etc. For _____	All Required Lump Sum	Fat for Ford Sign for Mata	$ 20000
13.	Structural Excavation For _____	240 cu. yds. per cu. yd.	$ 9	$ 2160
14.	Furnish 10 BP 42 Steel Piling For _____	1,340 lin. ft. per lin. ft.	$ 5.	$ 6700
15.	Drive Steel Piles For _____	34 only each	$ 80	$ 2720 12530

Jay & Oldham

Sucker Creek (Bridgeview and Holland) Bridges — Sheet 3

Item No.	Item		Unit Price	Amount
16.	Splice Steel Piles	8 only		
	For _____	each	$ 50	$ 400.
17.	Class "A" Concrete	All Specified		
	For _____	Lump Sum	3 50 79.50 19.50	$ 77984.
18.	Metal Reinforcement	All Specified		
	For _____	Lump Sum	74.500 .15	$ 11175.00
		9 on West in place OK		
19.	8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin. ft.		
	For _____	per lin. ft.	$ 5	$ 100. 35 19.5
20.	Stone Riprap	130 cu. yds.		
	For _____	per cu. yd.	$ 15	$ 1950
21.	Special Backfill	425 cu. yds.		
	For _____	per cu. yd.	$ 10	$ 4250

Jim Nunes pit Talent ore pit rap

Total Amount of Bid $ ~~84884~~ 87489

7 1.50 350

SUCKER CREEK (BRIDGEVIEW & HOLLAND) BRIDGES

HOLLAND LOOP ROAD (FAS 267)

JOSEPHINE COUNTY

Federal-Aid Project No. ER-109(2)
Bridges Nos. 7325A and 7334A — Bids Received August 31, 1965

Bridgeview Bridge No. 7325A

1.	All Specified	Cut and Reposition Bridge		$ 15,000.00
2.	All Required	Shoring, Cribbing, etc.		5,000.00
3.	300 cu.yd.	Structural Excavation	$ 8.00	2,400.00
4.	400 lin.ft.	Furnish 10 BP 42 Steel Piling	5.00	2,000.00
5.	10 only	Drive Steel Piles	125.00	1,250.00
6.	2 only	Splice Steel Piles	50.00	100.00
7.	All Specified	Class "A" Concrete		5,000.00
8.	All Specified	Metal Reinforcement		600.00
9.	130 cu.yd.	Stone Riprap	7.00	910.00
10.	425 cu.yd.	Special Backfill	6.00	2,550.00

Holland Bridge No. 7334A

11.	All Specified	Cut and Reposition Bridge		8,000.00
12.	All Required	Shoring, Cribbing, etc.		5,000.00
13.	240 cu.yd.	Structural Excavation	8.00	1,920.00
14.	1,340 lin.ft.	Furnish 10 BP 42 Steel Piling	5.00	6,700.00
15.	34 only	Drive Steel Piles	100.00	3,400.00
16.	8 only	Splice Steel Piles	50.00	400.00
17.	All Specified	Class "A" Concrete		31,680.00
18.	All Specified	Metal Reinforcement		9,685.00
19.	20 lin.ft.	8-inch Metal Unperf. Drain Pipe, Type "A" Coating	5.00	100.00
20.	130 cu.yd.	Stone Riprap	7.00	910.00
21.	425 cu.yd.	Special Backfill	6.00	2,550.00

For Comparison of Bids $105,155.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$105,155.00
Anticipated Additional Items:	
None	-
	$105,155.00
Engr. & Cont. (12½%)	13,144.38
Estimated Net Authorization, Constr.	$118,299.38

RECEIVED
SEP 10 1965
FILING
67 F C

September 9, 1965

Mr. Thomas A. Brownhill
Attorney at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon

Dear Mr. Brownhill:

In this morning's mail we received your letter of September 8, to which was attached photo copies of unit bid prices prepared by Mr. Holst & Mr. Gilliland for the Bunker Creek bridges on Holland Loop Road in Josephine County. Bids were opened August 31, 1965.

Your letter points out that the contractor made an error in copying the amount on Item 12, showing $2,000 on his proposal when it was intended that the amount should be $20,000.

Your letter and the unit bid copies are being forwarded to the State Highway Engineer for consideration.

I might point out that action on retention or return of the five per cent bid bond will have to be taken by the State Highway Commission. Their next regular meeting is scheduled for Thursday, September 23, 1965, and it is anticipated that action on your request can be taken at that time.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

F:ige

cc: Mr. M. R. Holst
Box 692
Oakridge, Oregon
Forrest Cooper
R. L. Porter
F. B. Klaboe
George Robbe

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT

September 8, 1965

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Re: Bridges Nos. 7325A
and 7334A

Dear Sirs:

Please be advised that this office represents M. R. Holst and John Gilliland who were low bidders upon Bridges Nos. 7325A and 7334A, which are on Holland Loop Road (FAS 267) and Sucker Creek Road, in the County of Josephine.

The bids were opened on August 31, 1965. The bid of Holst and Gilliland is inaccurate in more than one particular. The first error is in the total bid price listed on the bid. The total bid price listed on the bid is $87,489.00. When the individual items listed on the bid are totaled, their sum is $83,799.00. This is merely an error in mathematical computation.

The principal error is that Item No. 12, "L.S.Shoring, Cribbing, etc." is listed on the bid as $2,000.00, when in fact on the estimates prepared by contractors that figure was the sum of $20,000.00. Therefore, instead of the total of the items on the bid being the sum of $83,799.00, their total should be $101,799.00.

Enclosed is the bid schedule prepared by Mr. Gilliland from which the figures on the official bid were taken. The error came in transferring the figures to the official bid. Because of this error, the contractors, Holst and Gilliland, hereby request permission to withdraw their bid from consideration.

Oral notice of error in the bid was given by telephone on September 2, 1965, by Mr. Holst to Mr. Head of

your department when it became apparent an error had been made. I will send you the affidavit of Mr. Gilliland concerning how the error was made. This affidavit will be mailed to you as soon as it is ready, probably tomorrow.

Very truly yours,

Thomas E. Brownhill

Thomas E. Brownhill

TEB:kh
Enclosure - bid schedule

cc: Mr. M. R. Holst
Box 692
Oakridge, Oregon

RECEIVED
SEP 9 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1965

Form CO-121
(11-63)
(Prepared by
A.O.P.C.) for FILING

UNITED STATES GOVERNMENT

Memorandum

ER-109(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6700 Salem, Oregon

DATE: August 9, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-109(2)
Sucker Cr. (Bridgeview & Holland) Bridges
Structures

Revised P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 28 and August 5, 1965 reports.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Young w/enc.
By Asst. State Hwy. Engr.
8-10-65
copies to Oakes
Litchfield

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 23 1965
FOR FILING
Ex 11.1(E)
6700

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence in rejecting the bids received July 20, 1965, is requested for the Sucker Creek Bridges, Project No. ES-109(2).

The estimate for this project was $134,310.00 and the lowest of three bidders, Tom Lillebo Construction Company's bid, was $189,126.25 or 40.8% over our estimate.

It is possible that our estimate was too low due to lack of clearance, or head room under the bridge for economical methods of construction; but the difference between the estimate and the low bid is too great for the Highway Commission to accept.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

DAR:ia

cc: F. B. Klaboe
I. D. Merchant
H. S. Cox

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 23, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-109(2)
Sucker Creek Bridges

We concur in the rejection of bids received at the July 20, 1965 bid opening for the subject project, as based upon the details presented in Mr. Young's July 23, 1965 letter indicating the lowest of three bidders was 40.8% above the engineer's estimate and not acceptable to the Highway Commission.

Ref. Asst. State Hwy. Engr.

Young

OFFICE
STATE HIGHWAY

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 29 1965
FOR FILING
ER-109(2)
6700

MISC. CONTRACTS and AGREEMENTS No. 2860

Salem, Oregon
July 16, 1965

(ER 109(2)) Mr. H.S. Cox
County & City Engineer
BUILDING

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Finance-Construction Agreement
Sucker Creek (Bridgeview & Holland)
Bridges
ER-109(2), FAS 267
Josephine County

Attached is a conformed copy of a finance-construction agreement with Josephine County covering the above named subject.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the County Court of Josephine County.

Secretary

rn
Attach:

Form CO-1 UNITED STATES GOVERNMENT
(7-54)
(Prescribed by G.S.A.)
A.O. 206-10

Memorandum

RECEIVED
JUL 12 1965
FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: ER-102(2)
[illegible] Cooper, State Highway Engineer
[illegible], Oregon
6700

DATE: July 2, 1965

In reply refer to: 38-15.0-DB

FROM: [illegible] W. [illegible], Division Engineer
[illegible], Oregon

By:
H. E. Martin
Assistant Engineer

SUBJECT: Oregon Project IM-109(2)
Baker Co. (Bridgeview & Holland Bridges)
Bridge Construction

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby conditionally approved, with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A set of bid copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary rights-of-way is available for the project as indicated in Mr. Cokes' June 17, 1965 report.

Mr. Litchfield's June 30, 1965 Status Utility Report states that Pacific Power & Light Co. owns a power line on public road, but no adjustment will be necessary.

Mr. Young's July 1, 1965 letter indicates that State conservation agencies agree that no existing [illegible] be necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO [illegible]
By [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 6 - 1965
FOR FILING

ER-107(2)

Mr. L. H. Young
To: Office Engineer

OFFICE ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1965

SUBJECT: Right of Way Status
July 20 Bid Opening

All right of way and rights of access have been acquired or permit of entry has been secured on the following project. No relocation advisory assistance was necessary.

Chewaucan River (Gravelly Ford) Br.,
Fremont Hwy., Lake Co.: Str., Grade
and Pave.

The following projects are to be constructed on the existing right of way so far as is known, and the contractor would be able to immediately commence work on the project.

E. Sucker Cr. & W. Sucker Cr. Brs.
FAS 267, Josephine Co.: Strs. (2).

NOTED
F. B. KLABOE

E. Fork Illinois River Br., FAS 851,
Josephine Co.: Structure.

The right of way and the right of access has not been cleared on the following project. Both files on the project are being negotiated at this time and if negotiation is not successful, we will have time to file before July 20. No improvements other than timber are involved.

Devitt Section, Eddyville-Blodgett Highway
Benton Co.: Grading and Paving.

G. E. ROHDE
Chief Counsel

By

John R. Oakes
Assistant Right of Way Engineer

JRO:hm
cc - F. B. Klaboe
G. E. Rohde
C. H. Maison

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

JUL 6 - 1965

ER. 107(2)
June 29, 1965
6703

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
JUN 30 1965
NOTED
CE ACE ACE COE

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The plan title sheets of the following listed projects transmitted to us by your letter dated June 21, 1965 have been received:

Murder Creek Section, Central Cemetery Dike, Pacific Highway, Linn County.

Devitt Creek-Blodgett Section Eddyville-Blodgett Highway, Lincoln County.

M.P. 12.1 Slide Section, Siletz Highway, Lincoln County.

Umpqua River Draw Rest Pier Protection, Oregon Coast Highway, Douglas County.

East Sucker Creek and West Sucker Creek Bridges, FAS 267, East Fork, Illinois River Bridge, FAS 851, Josephine County.

Service Creek Bridge, Service Creek-Mitchell Highway, Wheeler County.

We also are in receipt of a copy of the Oregon State Game Commission's comments and recommendations to you on these projects and are in accord with their recommendations. Considerable care should be taken to avoid heavy silt loads in the streams. Your favorable consideration in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer
EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

6/30/65 - Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (6)
L. R. Chandler (4)
J. F. Putnam (2)

RECEIVED
JUL 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1965

Commissioners
Wayne L. Phillips, Baker
Chairman
Tallaht Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97203

ER 10-7(3)
6700

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

CONSTRUCTION DIVISION
JUN 28 1965

June 25, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

NOTED
E. F. McBEE

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets on the below projects, which were sent with your letter of June 21, 1965.

1. Murder Creek Section, Central Cemetery Dike, Pacific Highway, Linn County.

2. Devitt Creek-Blodgett Section, Eddyville-Blodgett Highway, Lincoln County.

3. M.P. 12.1 Slide Section, Siletz Highway, Lincoln County.

4. Umpqua River Draw Rest Pier Protection, Oregon Coast Highway, Douglas County.

5. East Sucker Creek and West Sucker Creek Bridges, FAS 267, East Fork, Illinois River Bridge, FAS 851, Josephine County.

6. Service Creek Bridge, Service Creek-Mitchell Highway, Wheeler County.

There does not seem to be any conflict with wildlife resources on any of these projects, so they are approved. We do wish to call your attention to the need for siltation precautions on FAS 267, FAS 851, Service Creek Bridge, and M.P. 12.1 Siletz Slide Section.

Assuming that bridge construction will be going on during the period that anadromous fish will have spawned in late fall, siltation of spawning gravel should be avoided. The recovery of runs from last winter's flood damage will be slow, even with ideal conditions for survival.

The Siletz slide work will be in the area of the heaviest concentration of anglers during the late summer period. Avoidance of silt deposition in the stream during this period will build much good will, and prevent adverse comments.

We appreciate the opportunity to comment on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc/Director, OFC

6-28-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (6)
L. R. Chandler (4)
J. F. Putnam (2)

RECEIVED
JUN 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

329-1709 Tillamook (Front St.) Sec. 1965
City St. (Grading & Paving)
#6701

5-12-66

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 87415

FORM A-190 (9-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-21-66	CC 995	

CREDIT DISTRIBUTION

329-1700-295

NOTED
RICHARD UNREIN

City of Tillamook
City Hall
Tillamook, Oregon
Attn: W.S. Paulson, City Manager

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final billing: Special city allotment project on Front Street. Covered by Contract #6701. Covered by agreement dated August 2, 1965 (Signed b Secretary 8-12-65)			
			7,700.00
City advance deposit			
As per attached statement:			
Final cost		7,540.94	
Agreed State share		7,000.00	
			7,540.94
To be refunded			151.06

RECEIVED
MAR 21 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt No. .....

By .....

NOTED
[illegible]

files)

SCA

OREGON STATE HIGHWAY DEPARTMENT

Date March 18, 1966

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year: 1964

Contract # 6701 Prefix 329-1709 Survey Prefix 329-1428

Street Front Street

City Tillamook

Payments to Contractor ..(See attached voucher).....	$ 23,178.69
Engineering and Contingencies.....	3,693.54
* Survey...(Total = $2,646.13) City's pro rata share..	676.71
TOTAL.....	$ 27,548.94
Agreed State Share	20,000.00
Agreed City Share	$ 7,548.94
City Advance Deposit	$ 7,700.00
BALANCE DUE CITY....	$ 151.06

Reference: Outside Billing cc-995

*$\frac{\text{Construction costs over \$20,000} = \$\ 6,872.23}{\text{Construction costs} = \$26,872.23} \times \$2,646.13 = \$676.71$

City's share of preliminary engineering = $676.71

NOTED
RU:mm RICHARD UNREIN

NOTED
DOU[illegible]

OREGON STATE HIGHWAY DEPARTMENT

CONTRACT PAYMENT VOUCHER

FORM A-20 (REV 6-63)

COUNTY: TILLAMOOK

CONTRACT NO.: 6701

ESTIMATE NO.: 5 P

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: TILLAMOOK /FRONT STREET/

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DAT
001	CLEARING AND GRUBBING		LUMP SUM	1,000.0000	1.
002	GENERAL EXCAVATION	UNCLASSIFIED	CU YDS	4.0000	459.
003	TUNNEL EXCAVATION		CU YDS	5.0000	193.
004	EXTRA FOR RAILROAD FLAGGER	RAILROAD	LUMP SUM	300.0000	1.
007	CRUSHED BASE		CU YDS	4.0000	110.
008	3/4"-0 MATERIAL IN BASE		CU YDS	4.0000	479.
009	CLASS C ASPHALT	CONCRETE	TONS	11.0000	661.
010	[illegible]		LIN FT	1.5000	84.
011	[illegible]		LIN FT	4.7500	160.
012	CONCRETE CURBS	TYPE C-2	EACH	100.0000	7.
013	ADJUST [illegible]		EACH	75.0000	4.
014	ADJUST [illegible]		EACH	75.0000	2.
015	[illegible]		CU YDS	70.0000	26.
	PRICE ADJUSTMENT ITEMS				
1010	TRENCH EXC		C Y	.5000	7.
1011	8-IN CAST IRON PIPE		LIN FT	5.0000	235.
1012	CONCRETE INLETS TYPE P		EACH	100.0000	3.
1013	CATCH BASIN		LUMP SUM	275.5700	1.
1031	[illegible]		EACH	50.7000	
	FORCE ACCOUNT ITEMS				
1021	EXC FOR [illegible]				

TOTAL CONTRACT ITEM

% RETAINED ON CONTRACT ITEM

FORCE ACCOUN

TOTAL PAYMENT

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	1701	5 P.F.	329-1709-203 (640) 660.00 Dr.
	FEDERAL AID PROJECT NO.		
STREET/			

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
UMP SUM	1,000.0000	1.000	1,000.00	1,000.00	
YDS	4.0000	452.72	1,810.72	1,039.72	
CU YDS	2.0000	[illegible]	[illegible]	65.36	
UMP SUM	300.0000	1.000	300.00	300.00	
CU YDS	[illegible]	110.000	[illegible]	73.00	
U YDS	[illegible]	719.000	[illegible]	2,879.20	
ONS	[illegible]	[illegible]	[illegible]	[illegible]	
IN FT	[illegible]	[illegible]	[illegible]	[illegible]	
IN FT	[illegible]	[illegible]	[illegible]	[illegible]	
ULY	[illegible]	7.000	[illegible]	[illegible]	
LY	[illegible]	[illegible]	[illegible]	[illegible]	
LY	[illegible]	[illegible]	[illegible]	[illegible]	
O Y-S	[illegible]	23.33	[illegible]	[illegible]	
Y	[illegible]	7.210	[illegible]	219.13	
IN FT	[illegible]	[illegible]	[illegible]	[illegible]	
EACH	[illegible]	[illegible]	[illegible]	[illegible]	
UMP SUM	213.5700	1.000	213.57	213.57	
AYS	[illegible]	[illegible]	[illegible]	40.00-	40.00
			[illegible]	55.70	

TOTAL CONTRACT ITEMS	[illegible]	[illegible]	[illegible]
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	[illegible]	[illegible]	
TOTAL PAYMENTS	23,[illegible].00	[illegible]	[illegible].00

RECEIVED
FEB 8 - 1966
FOR FILING
329-1709
6701

February 8, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $660.00 will be made to Frady and Nickoloff Construction Company on Contract No. 6701 for grading and paving on Front Street in the city of Tillamook in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $23,178.69 including the post-final payment. Of the total $55.80 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Fradd and Nickoloff Constr. Co.
1437 S.E. 40th
Portland, Oregon

Great American Insurance Co.
Pacific N.W. Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

C H Maison
Attn: John Herr

RECEIVED
MAR 2 - 1966
FOR FILING

329-1709

6701

January 26, 1966

#5

Frady and Nicholoff Construction Company
1437 S. E. 40th
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of time to complete Contract No. 6701 on Front Street in the city of Tillamook in Tillamook County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to November 30, 1965, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc R. D. Asberry
Curt Baker
F. D. Morgan
L. H. Young
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6701 Contractor Frady & Nickoloff Constr Co

Highway City Street

Section Tillamook (Front St)

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Extension of the work and delays beyond the control of the contractor totaled an additional 30 days of work for the contractor. Reccmmend extension be granted to and including November 30.

Recommended for Approval:

R. D. Bohny
Division Engineer

Construction Engineer or
Bridge Engineer

Assistant State Highway Engineer

Contract No.	6701
Project designation	State (State-Federal)
Date awarded	Sept 10, 1965
Work started	Sept 27, 1965
Per cent completed	100, Nov 30 (Date)
Compl date ~~No. of Workdays Allowed~~	Oct 31, 1965
~~No. of Workdays Used~~	
Req. Ext. to Nov. 30, 1965 No. of Added Workdays Requested	30

State Printing 27029

E--320 (Rev.)—5M - 5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 3, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 30 days to Nov. 30 days, within which to complete our Contract No. 6701, without the assessment of liquidated damages. The said contract is described as follows:

Grading and Paving, Front Street, Tillamook, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. October 7 thru 21 held up because of Southern Pacific laying main line and spur.
2. There was extra work laying pipe and catch basins in front of grain warehouse.
3. Last two weeks of October was fair weather while all of the month of November was very rainy ~~mix~~ while trying to pave.

Respectfully submitted,

Fredy & Nickoloff Construction Company
Contractor

By [signature]

CONSENT OF SURETY

Date DECEMBER 3, 19 65

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Bldg. Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

BY: [signature]
FRED C. REED Attorney-in-fact
WELLS-REED-WOOD-WEST Co.

(SEAL)

BY: [signature]
Resident Agent

FORM E-30 80M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Tillamook (Front Street)
City Street
Contract No. 6701

Attached is a request from Frady & Nickoloff Construction Co., contractor on the subject contract for an extension of the specified completion date from October 31 to November 30, 1965 without the assessment of liquidated damages. The contractor's request is based on delays caused by work being performed in the contract area by the Southern Pacific Railroad, extra work involved in installing a sewer system at a warehouse location by price agreement and delay caused by inclement weather in November after the specified completion date which delayed the contractor's paving operations.

The project records indicate that the contractor was prohibited from working on the project between October 7 and October 21 due to railroad activities. An extension of this 14 days is justified. The sewer system installed at the request and expense of the Tillamook County Creamery Association required approximately 1 1/2 days to perform. It was actually performed over a period of three days but the contractor was also engaged in regular contract work amounting to approximately 50% of his normal production. Two shutdown orders were issued on this project. The first one was issued effective November 18 through November 22. The second was issued November 25 and was rescinded on November 29. These shutdown orders amount to 8 1/2 days and an extension in this amount is justified. Following completion of the paving on November 29, the contractor constructed a catch basin under Price Agreement No. 2 and an extension for this 1 day is justified.

During the time that the contractor could not work because of interference by the railroad, the weather was good and would have caused no delay in the contract work. However, after the railroad work was completed and following the specified completion date of the project, there were two days when the contractor could not work because of inclement weather. We do not feel that it is equitable to substitute less productive days in inclement weather for the same number of better weather days that were lost earlier. We believe 5 additional days for this reason are justified. The foregoing data is shown on the attached progress chart.

The original completion date for this project was October 31, 1965. The project was completed November 30, 1965 which is 30 calendar days amounting to $900.00 in liquidated damages based on the penalty rate of $30.00 per day.

For the reasons listed above we recommend that the completion date be extended to November 30. This will delete all the liquidated damages.

This is a State project and does not require Bureau of Public Roads concurrence. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw

Attach.

cc: L. H. Young

RECEIVED
JAN 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Aug. 1 — Bid Received

Aug. 30

So. Pac. RR relocating tracks

Sept. 2 — Contract awarded

Sept. 15 — Contract mailed

Sept. 15

Started work — Sept. 27

Contractor doing sewer work

Oct. 7

So. Pac. RR relocating tracks for second time at City's request

Contractor performing sewer and curb work

Oct. 21

14 days

1½ days TCCA sewer

Oct. 31 — Spec. Compl. Date.

Contractor grading, installing drainage and placing surfacing.

(5) 2 days

Paving (No paving--rain)

Rain in P.M.
Rain in P.M.
Rain

Nov. 18

4½ days

Stop-work order

Nov. 23

Paving — Nov. 25

4 days

Stop-work order

Nov. 29

1 day

Nov. 30 — Contract Completed

RECEIVED
JAN 14 1966
FOR FILING
329-1709
6701

January 13, 1966

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6701 awarded to Frady and Micheloff Construction Company for grading and paving Front Street in Tillamook in Tillamook County was completed on November 30, 1965, and accepted by the Highway Commission on January 12, 1966.

Final payment in the amount of $1,214.50 will be released to the contractor after January 20, 1966. The total contract amount is $22,518.69 including $35.80 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frady & Micheloff Construction Co.
1437 S.E. 40th
Portland, Oregon

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 13 1966
FOR FILING

329-1709
6-701

January 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1965, on Contract No. 6701. The contract was with Brady and Nielsloff Construction Co. and was for grading and paving on the Front Street Section of the Tillamook City Streets in Tillamook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 12, 1966, and that you concur in this procedure at the Commission meeting on January 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
JAN 10 1966
FOR FILING
329-1709
6101

January 7, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
January 25, 1966 Meeting

Gentlemen:

Frady & Nicholoff Construction Company, contractor on the Front Street grading and paving project in the city of Tillamook, Contract No. 67[illegible], requests an extension of the specified completion date from October 31 to November 30, 1965. The contractor's request is based on delays caused by work being performed in the contract area by the Southern Pacific Company, installation of a sewer system added to the contract by price agreement, and delays in the contractor's paving operations after the specified completion date caused by inclement weather.

The contractor was prohibited from working on the project for a period of 14 calendar days while the Railroad was reconstructing its facilities. A sewer system installed at the request and expense of the Tillamook County Creamery Association requires 14 calendar days. There were two shutdown orders issued on this project totaling 8½ calendar days and an extension in this amount is justified. The contractor constructed a catch basin under a price agreement following completion of all contract work and an extension of 1 day is justified. During the time the contractor was delayed by railroad work, the weather was good and would have caused no delay to contract work. This was not the case following the specified completion date and we do not feel it is equitable to substitute less inclement days for the same number of better weather days that were lost earlier through no fault of the contractor. We, therefore, feel 5 calendar days for this reason are justified. These reasons total 30 calendar days.

I recommend that the specified completion date be advanced to November 30, 1965. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. M. Young
C. H. Maison
R. D. Asburry

DES:rw bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6701 Contractor Frady & Nickoloff Constr Co

Highway City Street

Section Tillamook (Front St)

Kind of Work Grading & Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Extension of the work and delays beyond the control of the contractor totaled an additional 30 days of work for the contractor. Recommend extension be granted to and including November 30.

Recommended for Approval:

R. D. Adams
Division Engineer

Thos. H. Cutsforth
By
Construction Engineer or Bridge Engineer

J. K. Lahore
Authorized
State Highway Engineer

Contract No.	6701
Project designation	State (State-Federal)
Date awarded	Sept 10, 1965
Work started	Sept 27, 1965
Per cent completed	100, Nov 30 (Date)
Compl date ~~No. of Workdays Allowed~~	Oct 31, 1965
~~Extended~~ Req. Ext. to Nov. 30, 1965	
No. of Added Workdays Requested	30

State Printing 27080

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date December 3, 19 65

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Oct. 30 days to Nov. 30 days, within which to complete our Contract No. 6701, without the assessment of liquidated damages. The said contract is described as follows:

rading and Paving, Front Street, Tillamook, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. October 7 thru 21 held up because of [illegible] waiting main line and spur.

2. There was extra work in the pipe and [illegible] in front of grain warehouse.

3. Last two weeks of October was fair weather while all of the month of [illegible]ber was very rainy and while trying to pave.

Respectfully submitted,

Grady & Nicholoff Construction Company
Contractor

By [signature]

CONSENT OF SURETY

Date DECEMBER 3, 19 65

We, GREAT AMERICAN INSURANCE COMPANY

412 Failing Bldg, Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY

BY: [signature]
FRED C. REED
WELLS-REED-REED-WEST Co.

BY: [signature]
Resident Agent

(SEAL)

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Tillamook (Front St)		WEEK ENDING: December 17, 1965
		SECTION PREFIX: 329-1709
HIGHWAY: City Street		COUNTY: Tillamook
NAME OF JOB: Tillamook (Front St)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Frady & Nickoloff Constr Co	CONTRACT NUMBER: 6701	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept 10, 1965	DATE WORK STARTED: Sept 27, 1965	ESTIMATED COMPLETION DATE: Nov 30, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: none SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 27,663.75	SPECIFIED COMPLETION DATE: October 31, 1965	PERCENT OF TIME ELAPSED: over 100
EXCLUSIVE OF ENGINEERING: $ 25,696.55	ENGINEERING AUTHORIZATION: $ 1967.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 23,178.69	ENGINEERING COST TO DATE: $ 3585.67	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 182 %	DATE PROJECT WAS COMPLETED: November 30, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD
	Project is completed				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14	0.14			0.14
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.14	0.14			0.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	570	880			900
TOTAL QUANTITIES CORRECTED TO DATE	460	589			862
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	460	589			862
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Project is complete				
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The project is now complete. An "as constructed" plan and profile and the field books were delivered to the City Manager during the week.

The contractor's request for an extension of time was worked up and sent to the Division Office on Tuesday. I recommended that the completion date be extended to Nov 26 because of delays and weather beyond the control of the contractor. This would still leave 4 days of liquidated damages on the project.

FINAL REPORT

SIGNED C. A. Baker LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 30 1965
COMMISSIONERS

MAJOR FILING

KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

229-1702
6701

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 30, 1965

Frady & Nickoloff Construction Company
1437 S. E. 40th Street
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6701, awarded September 10, 1965, for grading and paving city streets in Tillamook County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
OCT 25 1965
FOR FILING

237-1701
6111

September 10, 1965

Frady & Nicholoff Construction Co.
1437 S. E. 40th Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, accepted your proposal for grading and paving on the Tillamook (Front Street) Section in Tillamook County for the sum of $24,290 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6701.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
R. G. Savage (SIAC)

August 31, 1965

Mrs. Genova Gatens
City Recorder
City Hall
Tillamook, Oregon

Dear Mrs. Gatens:

On August 31, 1965, the State Highway Commission opened bids on the Special City Allotment Project on Front Street. The low bid was submitted by Frady & Nickoloff Construction Company of Portland and the anticipated cost based on the bid is as follows:

Contractor's bid	$24,290.00
Anticipated additional items	300.00
subtotal	24,590.00
Engineering & contingencies (12½%)	3,073.75
TOTAL ANTICIPATED COST	$27,663.75

As the contract cannot be awarded until the City has deposited it's estimated share of the cost, at your very earliest convenience please forward a check to this office in the amount of $7,700 made payable to the Oregon State Highway Commission.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

RU:eb

RECEIVED
AUG 27 1965
FOR FILING

329-1709

6701

MISC. CONTRACTS and
AGREEMENTS No. 2864

August 12, 1965

Mrs. Geneva Gatens
City Recorder
City of Tillamook
Tillamook, Oregon

Dear Madam:

We are enclosing for your records and files a fully executed copy of a finance-construction agreement between the State Highway Commission and the City of Tillamook on Front Street in Tillamook.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

Tillamook (Front St.) Section — Estimate

Grading and Paving

8-11-65

No.	Item	Quantity	Price	Amount
1	Clearing and Grubbing	All Spec	—	~~1,000~~
2	General Excavation, Unclassified	570 cu Yds	~~1.50~~ 2.00	~~855~~ 1140 -
3	Trench Excavation	80 cu Yds	4.00	320 -
4	Watering	22 M-Gal	7.00	154 -
5	SS-1 Asphalt in Watering	800 Gal	.50	400 -
6	Store Base	420 cu Yds	4.50	1890 -
7	3/4"-0 Material in Base	460 cu Yds	4.75	2185 -
8	Class "B" Asphalt Concrete	900 Tons	11.00	9900
9	8-inch Sewer Pipe	100 Lin Ft	2.75	275 -
10	12-inch Sewer Pipe	420 Lin Ft	3.50	1470 -
11	Concrete Inlets, Type G-2	6 Only	150.00	900 -
12	Adjusting Manholes	3 Only	100.00	300 -
13	Adjusting Boxes	2 Only	25.00	50.
14	Concrete Curbs	30 cu Yds	70.00	2100.
15	Extra for Pipe Under Railroad	All Spec	—	200 00
		Total		~~21241~~
	Audio Aided Items: Staging		300 00	300 00

RECEIVED
AUG 6 - 1965
ENGINEER
COUNTY & CITY DIVISION

Total	22,584	~~21,594~~
12½ % E & C	2,823	~~2699 88~~
Total	$ 25,407	~~24,298 88~~
Credit for A.C. on RR Tracks (100 Tons)	1100	~~1100~~
Total	$ 24,307	~~23,198 88~~

John Day Telephone
Revised Est. Aug 11, 1965

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
AUG 12 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

329-1709
-701

STATE OF OREGON
STATE HIGHWAY DEPARTMENT

August 10, 1965

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon

Special City Allotment Project

Dear Mr. Paulson:

The State Highway Department has again reviewed the location of the feed mill spur track on Front Street in relation to the minimum required clearances. As last proposed, the spur track was located 8.5 feet from the loading dock which necessitated the removal of 3 feet of the encroachment of the mill roof. This proposal would provide an 11.7 foot wide driving lane between rail cars on the lead track and the mill spur. The City has requested that the spur track be located 8.5 feet from the edge of the mill roof to save the removal of part of the roof. This would narrow the driving lane to 8.6 feet which would constrict eastbound traffic when rail cars are in the area.

The State has decided to locate the spur track as requested by the City since the City has been apprised of the restricted travel lane and has no objections.

Very truly yours,

H. S. Cox
County and City Engineer

By Richard Unrein

NOTED
F.B. KLABOE

Richard Unrein
Field Engineer

RU:mm

c.c. R.L. Porter
F.B. Klaboe
F.D. Morgan
R.D. Asburry

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

dca

X.0001.2

McMINIMEE & KAUFMAN
ATTORNEYS AT LAW
LAWYERS BUILDING
110 PACIFIC AVENUE
TILLAMOOK, OREGON 97141

842-2533

WARREN A. McMINIMEE
DOUGLAS E. KAUFMAN

NOTED
DON HARWELL

21 July 1965

NOTED
RICHARD UNREIN

State of Oregon
Highway Department
Salem, Oregon 97310

Attention: Mr. Richard Unrein
Field Engineer

Re: Pacific Power & Light
Company--City of Tillamook
License and Permit

Gentlemen:

We hand you herewith a copy of the license and permit which has been granted by Pacific Power & Light Company pursuant to the request of your Department, together with a letter from the Southern Pacific Company dated July 14, 1965.

If there are any additional questions or matters to be taken care of, please feel free to contact us immediately.

Sincerely yours,

McMINIMEE & KAUFMAN

By

DEK:ly
Encls.
cc: Mr.Hans Paulson
City Manager

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

NOTE

all data copies to Dist. 7-22-65

Div. 2 - Asbury
Const. Div. - Holt

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

PD-13-OR-10

WARREN A. McMINIMEE
DOUGLAS E. KAUFMAN

McMINIMEE & KAUFMAN
ATTORNEYS AT LAW
LAWYERS BUILDING
110 PACIFIC AVENUE
TILLAMOOK, OREGON 97141

842-2833

NOTED
DON HARWELL

9 July 1965

Mr. Richard V. Bayless
Rives & Rodgers
Attorneys at Law
1400 Public Service Building
Portland, Oregon

Re: Pacific Power & Light Company--
City of Tillamook License and
Permit

Dear Dick:

This will confirm our telephone conference of this date during which I informed you that the City of Tillamook in conjunction with the State of Oregon, Highway Department, are jointly engaged in a project of improving Front Street in the City of Tillamook, a part of which includes the construction and installation of a storm sewer on Front Street.

The storm sewer line will run adjacent and close to the property of Pacific Power & Light Company, commonly described as Tide Lots 9 and 10 in the Town of Lincoln (now City of Tillamook). During the course of the construction and installation of the storm sewer it will be necessary for the equipment to be used in the construction to occupy and be upon Tide Lots 9 and 10 above mentioned. In addition to this it is the desire of the City to use the excess material obtained from the construction of the storm sewer and also from the street excavation and to use this material as fill on Lots 9 and 10 as preparation of said lots for use as a parking facility in compliance with the permit heretofore granted by Pacific Power & Light Company to Tillamook City on November 12, 1964, a thermofax copy of which permit is enclosed herewith.

The City does hereby request a license to allow the City of Tillamook, the State of Oregon Highway Department and the contractor who will be constructing the storm sewer to use and occupy with construction and excavating equipment the said

City of Tillamook copy

Re: Pacific Power & Light Company--
City of Tillamook License and Permit

Tide Lots 9 and 10 for the purpose of the construction and the installation of the storm sewer. The duration of this license is requested to last for such period of time as is necessary to carry out the construction of the storm sewer, but not to exceed one year. It is understood that the storm sewer will not be constructed upon any of the property of Pacific Power & Light Company.

License is further requested to authorize and permit the City of Tillamook, the Highway Department of the State of Oregon and the contractor to place excess excavated material from Front Street and the storm sewer upon Tide Lots 9 and 10 in preparation for the use of said lots as a parking facility. It is further understood that all of the foregoing is subject to the permit hereinbefore described which was executed on November 12, 1964.

If it is agreeable with your client, Pacific Power & Light Company, to grant the licenses herein requested, it would be appreciated if you would please have two copies of this letter executed at the appropriate places indicated hereon and returned to this office.

Your cooperation in this matter is greatly appreciated.

Sincerely yours,

McMINIMEE & KAUFMAN

By

DEK:ly
Encl.

The foregoing licenses requested by the City of Tillamook are hereby granted by Pacific Power & Light Company this 9th day of July, 1965.

PACIFIC POWER & LIGHT COMPANY

By
VICE-PRESIDENT

ATTEST:

Re: Pacific Power & Light Company--
City of Tillamook License and Permit

The licenses herein granted by Pacific Power & Light Company are accepted by the City of Tillamook upon the terms and conditions set forth in the foregoing letter.

CITY OF TILLAMOOK

By _____
Mayor

By _____
Recorder

RECEIVED
JUL 22 1965
ENGINEER
COUNTY & CITY DIVISION

Southern Pacific Company

351 UNION STATION, PORTLAND, OREGON 97209
DUNSMUIR, CALIFORNIA 96025

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
V. R. RUSSELL
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

IN REPLY PLEASE REFER TO
91396/323-3

July 14, 1965

NOTED
DON HARWELL

Mr. H. S. Paulson
City Manager
Tillamook City
Tillamook, Oregon

NOTED
RICHARD UNREIN

Dear Sir:

Referring to recent request for the improvement of our main lead and relocating switch serving. Tillamook County Creamery on Front Street, Tillamook.

This will verify recent telephone conversation with Mr. Kendrew of our Engineering Department relative to our securing authority to cooperate with the City on realignment of trackage and paving track area.

Our approval has been passed on railroad assuming cost of relocating turn out, shifting drill track and paying the cost of paving track area of our ownership with the industry assuming cost of shifting their trackage and paving their track area. City of Tillamook will assume the cost for balance of street improvements including drainage facilities.

Yours truly,

A W Kilborn

1964 BCA

NOTED
H. S. COX

NOTED
DON HARWELL

July 8, 1965

NOTED
R. H. PRANCE

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon

Special City Allotment Project

NOTED
P. B. Arensmeier

Dear Mr. Paulson:

The present estimate for grading, base, paving, curbs and walks, and engineering for the Front Street project between Grove Street and Main Street is $28,500 in reply to your request of an estimate July 7, 1965.

Before this project can be advertised the State will require the following to be in our hands:

(1) A fully executed agreement between the City and State.

(2) An approved copy of an agreement between the City and SPRR Company for the moving of railroad tracks.

(3) An approved copy of an easement agreement between the City and Pacific Power and Light Company for sewer pipe line construction.

State participation is limited to $20,000 including engineering.

Will you please advise me by phone or letter as soon as something definite develops in your matter with the railroad company.

Very truly yours,

H. S. Cox
County and City Division Engineer

By

Richard Unrein
Field Engineer

NOTED
V. R. JONES

RU:mm

1964 SCA

FORM E-30X—60M—1-65 SP*6416-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 29, 1965

RECEIVED
JUL 1 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

SUBJECT: Front Street Section
Tillamook City Street

NOTED
P. B. Arensmeier

To: Mr. F. D. Morgan
Construction Engineer
DEPARTMENT

NOTED
R. H. PRANCE

NOTED
RICHARD UNREIN

Recently I recommended that a ten foot easement be obtained on the easterly side of Stillwell Street between Front Street and Hoquarton Slough in order that there be adequate room for construction equipment to install the sewer line on the Stillwell Avenue right of way. The City of Tillamook holds a permit from the Pacific Power and Light Company who has sold out to the Tillamook PUD, which would allow them to use this area for a public parkin facility. The Legal Department should review this permit. Possibly it will suffice for our purposes.

On this same project someone in the drafting room must have contemplated the possibility of connecting to th existing 18 inch storm sewer outfall on this same sectin of Stillwell Avenue in lieu of making a new additional outfall.

Curt Baker, Resident Engineer, advises that the existing facility is loaded during any rains of consequence and in addition it would be virtually impossible to tie into the ~~main~~ manhole in the Front Street-Stillwell Avenue intersection due to the maze of pipes and other facilities that would obstruct such a connection. Baker explains the amount of drainage flowing through the existing facility in his attached June 23 letter and Climatological Summary for Tillamook area. Would you please advise the Drafting Room that this office does not concur in tying onto ~~trying to use~~ the existing outfall line.

7-6-65 Legal says new permit

R. D. Asburry
Division Engineer

By [signature]
Gerald Wimer
Assistant Division Engineer

GW:cp
Enclosure
cc: Mr. H. S. Cox

NOTED

SCA 1964

NOTED
H.S. COX

NOTED
RICHARD UNREIN

RECEIVED
JUN 24 1965
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tillamook
June 23, 1965

SUBJECT: Drainage on Front Street Project
City of Tillamook

To: Mr. R.D. Asburry
Div. Eng'r., Div. 2
Salem, Oregon

A phone call from our County - City Division to Mr. Hans Paulson of the City of Tillamook yesterday requested additional information on the item mentioned in my letter of June 10th. I have obtained and am attaching hereto a copy of the permit issued to the City by P.P.& L. for use of the property west of Stillwell Ave. and North of Front St. Mr. Paulson is of the opinion that the City can enter upon the property for the purpose of laying the pipe along the west side of Stillwell Ave. without further agreement. Please have this checked out.

The 18" storm sewer along Stillwell Ave. starts at 7th. St. and has 20 inlets flowing into it. There are no laterals attached. The pipe drains Stillwell and the adjacent side streets only. A climatological summary sheet for the Tillamook area is attached for use in determining the amount of water flowing in the sewer.

Arrangements to remove or relocate the guard posts and power poles can be made by the City.

Curtis H. Baker

Curtis H. Baker, Res. Eng'r.

P.O. Box 169
Tillamook

cc Mr. H.S. Cox

copy to W. Reed - Design

NARRATIVE REPORT

MAIN AVE. - GROVE AVE. Section of FRONT ST. in CITY of TILLAMOOK

Location survey for Special City Allotment Project

Prefix 329-1(28 Jan. 1965

This survey was undertaken to develop plans for a special city street allottment project requested by the City of Tillamook for the improvement of the easterly 3 blocks of Front St. which is the most northerly street in the city. This was the first dedicated street when the first plat was filed in 1873 for what was then the town of Lincoln. It is gravel surfaced and has a Southern Pacific railroad spur located on it.

The street serves a new city marine park, the Tillamook County Creamery Association feed mill, a wholesale warehouse, a stand-by power plant, and further west a concrete batch plant, a building supply co., bulk petroleum plant, and a venser plant. The city has expressed an interest in preserving and expanding the light idustrial use of the area, and upgrading the street with a paved surface, better drainage and curbs. The planning of any improvement should take into account the possibility of extending it another 3 blocks to the west sometime in the future, and also the likelihood that in the easterly block at least, a paved surface would generate new vehicular traffic utilizing it via the Coast highway to avoid existing congestion at First and Main .

The presence of the railroad tracks and the encroachment of the feed mill building into the street area are the main problems encountered. These require variation from the symetrical typical section in the westerly 2 blocks while seeking to provide for two way traffic at all times. Since the existing feed mill spur track is located in the center of the street, over half of the street in the Ivy Ave. - Stillwell Ave. block is prohibited for vehicle use while cars are spotted on the tracks. This is a regular occurrence as grain cars are unloaded by vacuum lines into the feed mill. We have therfor recommended that the spur be moved over to a minimum distance from the mill dock . (See typical sections) Were it not for the mill building encroachment here vehicle traffic could best be served with the lead track in the center of the street, but it is probably impractical due to the costs involved to seek removal of the encroachment or complete re-location of the railroad . Also, in the Stillwell Ave. - Grove Ave. block a new sanitary sewer line is located in the center of the street.

The city council has considered these problems and the alternatives carefully, and has gone on record favoring moving the lead track over toward the center the same as it is in the easterly block and has taken this up with the railroad company. This will require moving the lead track for two blocks for this project, as we have shown on plan. This would provide an adequate west-bound lane at all times. There is still a constriction for east-bound in the middle block , only if the lead track and spur track are in use at the same time. This lead track re-location would be cpmpatible with future improvement of the street on to the west.

In the Stillwell Ave.- Grove Ave. block there is an elevated bank of transformers on power poles encroaching some 10' into the street on the south side. (See attached snapshots) This would be very expensive to move . A curb line just outside the poles , putting it in line with the mill dock in the next block east is proposed. This puts it 20' from the center-line. By putting the north curb a minimum of 2' from the street right of way line there would be a distance of about 16' from the curb to the outside rail of the lead track as re-located, which will provide a vehicular lane with a train on the tracks. The city is agreeable to prohibiting vehicular parking throughout the 3 block length of the proposed project.

Test holes were drilled to check existing surfacing on the street and underlying material. As suspected, there is a swamp muck below the existing surface through most of the 3 blocks. Of the 9 test holes , only 1 showed less than 16" of existing gravel surfacing. Although the gravel is dirty , the existing surface shows no distress . It has been in use such a long time it is believed better to build over it , using the railroad as grade control, adding rock wherevr possible or needed to get up to this control. Since it is now planned to re-locate the tracks in two blocks we have proposed to raise it about 0.2' and permit adding this much more rock. For the same reason we have held to a continuous 0.02 cross slope for crown, staying above existing surface as much as possible.

The existing 18" storm sewer on Stillwell Ave. extends some 9 blocks to the south. There will be additional water from Grove Ave. if it is paved in the future so it was believed to be better practice to provide a new outlet to the slough for the westerly block rather than connect to the Stillwell line. It is also probably easier construction because of the sanitary sewer lines in the way near the pumping station at Stillwell.

John A. Bond
Resident Engineer

1964 Spec
Tillamook

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier
10-14-64

NOTED
H. S. COX

Prefix ~~No. 329-1428~~

RECEIVED
OCT 15 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. M. ALLISON

LOCATION PROSPECTUS
MAIN STREET-GROVE AVENUE SECTION
~~GROVE~~ Front STREET, CITY OF TILLAMOOK
TILLAMOOK COUNTY

STREET: Front Street, city of Tillamook. Not on State or Federal highway system.

TERMINI: The easterly end of the project is at the Oregon Coast Highway (Main Street) and the westerly end is at the intersection of Grove Avenue and Front Street.

NOTED
DON HARWELL

LENGTH: 0.13 mile, 3 city blocks.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, drainage and paving on existing alignment. Reconnaissance is not necessary. Soils investigations will be conducted. There are no special drainage problems. The survey need not be tied to the Lambert Grid System. This project is to be constructed with 1964 Special City Allotment Funds.

TYPICAL SECTION: City street section with 56 feet between curbs. The full available 60 feet of right of way is being utilized.

BASE: The tentative base design for construction is:

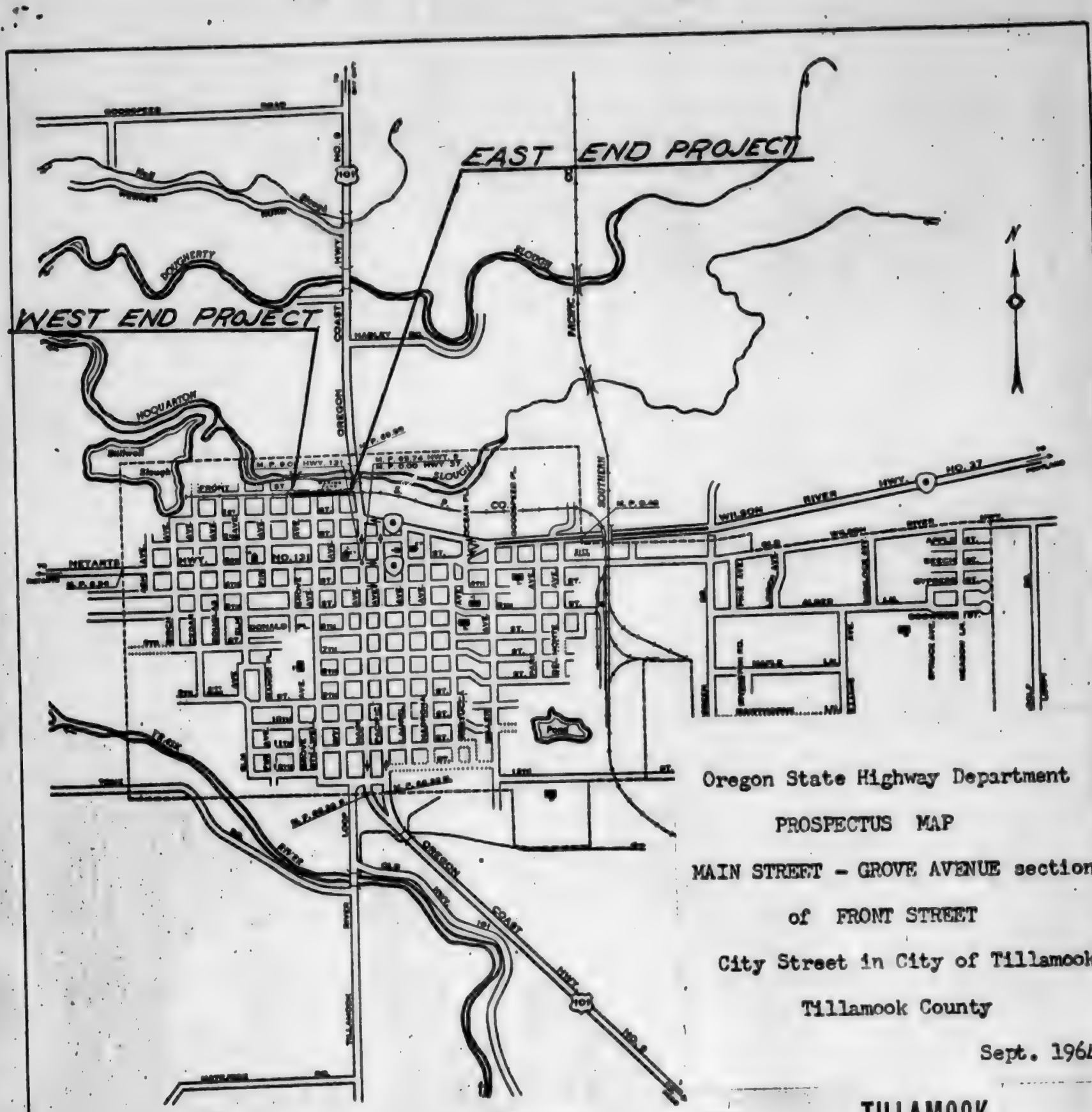
Paving	3-1/2" A.C.
Top Course Base	2 " Level
Bottom Course Base	12 " Coarse Crushed Base
Total Depth	17-1/2"

MATERIAL: The City has rights to a gravel pit near the easterly edge of the city and, if suitable, would be an economical source.

ADDITIONAL FACILITIES: A Southern Pacific Railroad track runs down the center of the street and some adjustment or relocation of this track may be required. Little change is anticipated because of tracks and existing storm sewer mains crossing under the street.

AGREEMENTS: Routine negotiations for Special City Allotment project.

October 14, 1964
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
H. S. Cox
F. B. Crandall
Richard N. Chase
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



Oregon State Highway Department

PROSPECTUS MAP

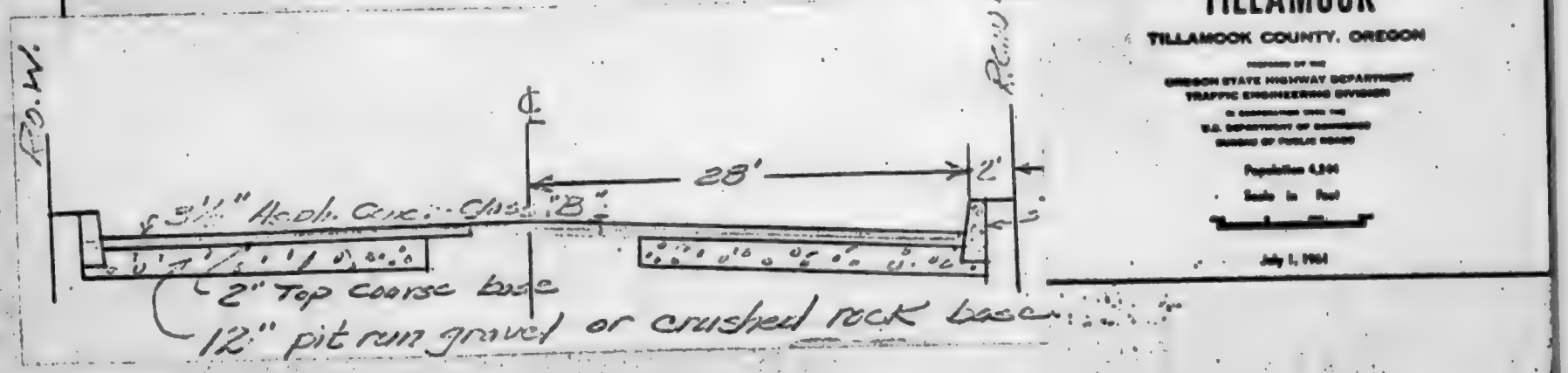
MAIN STREET - GROVE AVENUE section

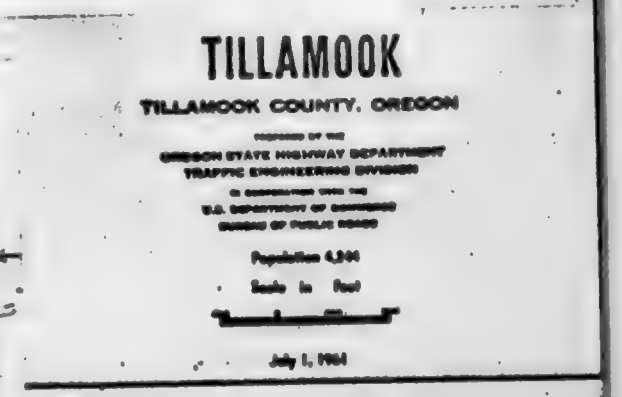
of FRONT STREET

City Street in City of Tillamook

Tillamook County

Sept. 1964





FORM S-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 1, 1964

NOTED
R. M. ALLISON

SUBJECT: Main Street–Grove Avenue Section
Front Street
City of Tillamook

To: Mr. F. D. Morgan
Construction Engineer
Department

NOTED
R. H. PRANGE

Attention: Mr. D. J. Barbee

P. B. Anderson

NOTED
R. M. ALLISON

Herewith for your consideration "Authority for Survey" together with "Location Prospectus" and sketch map, covering the subject section, which is an approved City Street Project in Tillamook.

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:AM
cc Mr. H. S. Cox

RECEIVED
OCT 2 1964
ENGINEER
COUNTY & CITY DIVISION

1964 Apcal

NOTED
H. S. COX

NOTED
R. M. ALLISON

Salem, Oregon
September 23, 1964

Special City Allotment Project
Front Street
City of Tillamook

Mr. F. D. Morgan
Construction Engineer
O F F I C E

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

The State Highway Commission approved a Special City Allotment project for the city of Tillamook to be included in the 1964 construction program. A copy of the letter of confirmation is attached.

This project involves improvement of Front Street between the west line of Grove Street and the west line of Main Street (Highway 101).

It is anticipated that the cost of this project may be excessive for improvements of this nature due to the complexity of the facilities involved in reconstruction - railroad, boat landing, warehouses, power company, etc.

It is believed that approximately 60' of asphaltic pavement will be required and that a heavy base design will be necessary due to the high percentage of trucks which use the area.

Accordingly, it is requested that a preliminary survey be undertaken to the end that a more complete investigation may be made and firm recommendations as to grade, width, and drainage be taken therefrom.

H. S. Cox
County and City Engineer

by

NOTED
W. P. JONES

R. M. Allison
Field Engineer

RMA:xm
Att.

cc: J. E. Morelock
R. D. Asburry

Span 1964

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 17, 1964

SUBJECT: City Street Survey
Tillamook, Oregon

To: Mr. John A. Bond
Resident Engineer
Oregon State Highway Department
Box 169
Tillamook, Oregon

NOTED
P. B. Arrasmith

NOTED
R. M. ALLISON

NOTED
R. H. PRANGE

Chief Locating Engineer Ed Morelock has requested that a survey order and prospectus be submitted on the subject project. Attached is a description from the County and City Division which describes this project, which you are undoubtedly quite familiar with.

Would you please submit the requested material.

R. D. Asburry
Division Engineer

By John K. Canfield
G. W. Wimer for
Assistant Division Engineer

GWW:AH
cc Mr. J. E. Morelock
Mr. H. S. Cox
Att: Mr. R. M. Allison

RECEIVED
SEP 24 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

FORM E-129X 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 3, 1964

NOTED
R. M. ALLISON

Hon. Thomas H. Bailey
Mayor of Tillamook
City Hall
Tillamook, Oregon

NOTED
R. H. PRANGE

NOTED
P. E.

Dear Mayor Bailey:

The State Highway Commission at its meeting on August 27 approved a street project for the City of Tillamook under the 1964 Special City Allotment Program.

This project covers improvement on Front Street between Grove Avenue and the Oregon Coast Highway and is estimated to cost approximately $65,000. All cost in excess of $20,000 is to be borne by the City.

An appropriate agreement covering this project is being prepared and will be sent to you for your approval.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

cc R. L. Porter
Lloyd Shaw
Victor Wolfe
H. S. Cox
C. H. Maisson

RECEIVED
SEP 3 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

NOTED
H. S. COX

NOTED
R. M. ALLIS

NOTED
R. H. PRANGE

Salem, Oregon
August 13, 1964

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Special City Allotment Progrem
Front Street
City of Tillamook

Mr. Lloyd P. Shaw
O F F I C E

As authorized by your letter of July 21, 1964, I attended the City Council meeting in Tillamook the night of August 3, 1964. The essential part of the Council's agenda was the proposed improvement to Front Street between Grove Avenue and Main Street (Oregon Coast Highway).

Present were the mayor, the city manager, members of the common council, the chief of police, and the following representatives of interested property owners:

Mr. E. A. Kindrew, Assistant Engineer, Southern Pacific Company
Mr. I. M. Kehr, Wholesale Grocers
Mr. Arthur Pfaff, Cabinet Shop
Mr. Eldon P. Swank, R/W Agent, Pacific Power & Light
Mr. Ken Orregaard, Feed Department, Tillamook Co. Creamery Assoc.
Mr. John A. Bond, Resident Engineer, State Highway Department

I was called upon to open the discussion pertaining to the proposed improvement and the following points were stressed:

(1) State participation limited to $20,000 including all engineering.

(2) City would have to act as coordinator for entire project to arrive at a solution satisfactory to all parties as to construction plans and finances.

(3) Complete cooperation of all parties vital to project.

(4) Should any wrangle develop, the project would probably founder and be dropped.

There was considerable discussion as to the various aspects of construction as they affected the different property owners. No conflicting interests appeared to be of such magnitude as might impede progress of the proposal.

It became apparent that without some sort of preliminary plans, most of the discussion was on an "eyeball" basis and therefore did not contribute to firm commitments on the part of any particular

NOTED
V. R. JONES

property owner. It is to be expected that there will be conflicts but it is believed that the property owners are well united as to the necessity of improvements on Front Street. The parties involved are cognizant of the considerable contribution which may be made by the State and, therefore, only minor differences of opinion are anticipated. It is believed that the city officials are quite capable of resolving any difficulties that may arise in connection with the project.

Bids on the Special City Allotment projects approved by the Commission on January 30, 1964, have run considerably under the original estimates. Consequently approximately $15,000 is available in the 1964 Special City Allotment fund for such allocation as may be approved by the State Highway Engineer and the State Highway Commission.

It is recommended that Front Street between Grove Avenue and Main Street be submitted to the Commission as a supplemental addition to the 1964 Special City Allotment program. Such an action will permit the conduct of a survey and the preparation of preliminary plans for inspection by the interested property owners. Such a preliminary perusal is considered vital to the successful completion of the proposed reconstruction.

It is acknowledged that should the recommendation pertaining to preliminary engineering money for small cities be approved by the Highway Commission, it would be more advantageous to Tillamook to include Front Street in the 1965 program. Such action would, however, delay the project as it is planned to submit the 1965 program for consideration by the Commission at their first meeting after November 3, 1964.

A rough draft of a proposed letter to the Highway Commission is attached.

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm

cc: Ray Asburry
John Bond

draft, 8/13/64
EMA:mm

State Highway Commission

NOTED
DON HARWELL

Gentlemen:

The City of Tillamook requested improvement of Front Street for inclusion in the 1964 Special City Allotment program. The project has considerable merit in that the area involved (between Grove Avenue and the Oregon Coast Highway) contains railroad spurs which serve as a loading facility for several establishments - Wholesale Grocers, Tillamook County Creamery, and several other independent businesses.

The project was not recommended for approval because of the high costs involved (approximately $60,000) and the inability of the city to provide the additional funds. There was no commitment as to the amount the property owners would or could contribute.

All property owners and representatives of the State Highway Department were invited to attend a recent meeting of the Tillamook City Council in order to resolve financing and construction problems. As a result of this meeting it is believed that the project can be financed and constructed with minimum difficulty.

Currently, bids on small city projects have been considerably lower than estimates to the end that approximately $15,000 is available for expenditure in 1964. The remainder of the $20,000 for which Tillamook is eligible can be carried over to the 1965 program.

The City of Tillamook requests that the Front Street project be included in the Special City Allotment program approved by the Commission on January 30, 1964.

This matter will be presented for your consideration at the August 27, 1964, Commission meeting.

Your approval is recommended.

Very truly yours,

cc: H. S. Cox

Spec. Legend
Tillamook

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

NOTED
DON HARWELL

Salem, Oregon
July 17, 1964

Special City Allotment Project
Front Street
City of Tillamook

NOTED
R. M. ALLISON

Mr. Lloyd P. Shaw
O F F I C E

NOTED
R. H. PRANGE

The City of Tillamook has, on several occasions, requested assistance in improving Front Street between Stillwell Avenue and Main Avenue (Oregon Coast Highway). These requests have had considerable merit and the project is believed to be eligible for participation in the $250,000 fund. The project has been recommended for disapproval because of the complexities of ownership and construction which, it is believed, would have led to wrangles with the railroad, the creamery, and other ownerships involved in the area, to the point where construction would have resulted in poor public relations.

Last spring the City was contacted and it was suggested that, if a meeting of the minds could be brought about, it might be possible to recommend approval of the improvement of Front Street.

Mr. Paulson, City Manager, has contacted this office and has requested that a representative attend a council meeting August 3, 1964, for the purpose of arriving at a tentative agreement as to the individual responsibilities of the various agencies involved in the proposed improvement.

The invitation has been tentatively accepted and this office has requested that Mr. John Bond, Resident Engineer in Tillamook, also attend. If you approve the attendance of department representatives, the following points will be made clear to the Council and other parties in attendance:

(1) State participation is limited to $20,000 including all engineering, preliminary and otherwise.

(2) Any and all proposals are subject to approval by the State Highway Engineer and the State Highway Commission.

(3) A basic plan for construction must be reasonably agreeable to all parties before State participation can be recommended.

(4) City will act as coordinating agency.

Subject to your approval, Mr. Allison and Mr. Bond will attend this Council meeting.

H. S. Cox
County and City Engineer

Copy furnished
Mr. Asberry.
HSAimm & Mr. Bond.

S R A - General
(1964 request forward to 1965)

NOTED
R. M. ALLISON

April 13, 1964

NOTED
DON HARWELL

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

Dear Mr. Paulson:

You will recall that during our discussion of the Front Street project on March 5, 1964, it was tentatively agreed that some sort of a definition of responsibility of the different organizations having an interest in the area would be in order. A preliminary survey and a conference to determine the extent of financial participation was suggested.

It now appears that a formal survey of the area prior to obtaining commission approval for all 1965 projects is not feasible. I have, however, procured some enlarged photographs of this area which though considerably less valuable than a topographic survey, could serve as a basis for discussion of the problems involved in the reconstruction which you desire.

Should you care to approach the interested parties in this matter, it might be possible to arrange a conference which would lay the groundwork for future improvement. An agreement binding on all parties would eliminate late objections which could cause cancellation of the proposed project.

Very truly yours,

H. S. Cox
County and City Engineer

by

Robert M. Allison
Field Engineer

RMA:eb

NOTED
H. S. COX

NOTED
DON HARWELL

January 31, 1964

Mr. H. S. Paulson
City Manager
City Hall
Tillamook, Oregon

Dear Mr. Paulson:

On January 30, 1964, the State Highway Commission took under consideration the City's request for improvement of Front Street as provided for by ORS 366.805.

An investigation disclosed no heavy and unusual traffic or a sudden increase in population; accordingly, the request was not approved for inclusion in the 1964 program.

Further information has indicated that there are extenuating circumstances particularly as regards railroad right-of-way. If you wish this project continued for consideration in the 1965 program please so indicate by letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox
County and City Engineer

RMA:eb

MAYOR
THOS. H. BAILEY

COUNCILMEN
DONALD R. SUTTON
CHAS. D. BAILEY
EDWIN D. KIEKHAEFER
LEROY C. GRANT
GEO. W. ROBINSON
JOHN SANDER

TILLAMOOK CITY

TILLAMOOK, OREGON

CITY RECORDER
GENEVA GATENS

CITY ATTORNEY
WARREN A. McMINIMEE

CITY MANAGER
H. S. PAULSON

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

RECEIVED
JAN 24 1964
ENGINEER
COUNTY & CITY DIVISION

January 23, 1964

Mr. H. S. Cox
County and City Relations Engineer
State Highway Department
Salem 10, Oregon

Dear Mr. Cox:

In June of 1963 Tillamook City made application requesting aid from the annual $250,000 Special City Allotment fund. So far we have not had any indication as to whether or not it will be granted. We are quite anxious to have our 1964 street program ready for early summer so would appreciate hearing from you.

Very truly yours,

H. S. Paulson

City Manager

HSP:g

FORM S-120

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

NOTED
Harold C. Ayers

FORREST COOPER
STATE HIGHWAY ENGINEER
R.L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

NOTED
H. S. COX

NOTED
DON HARWELL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 20, 1963

Mrs. Geneva Gatens
City Recorder
City Hall
Tillamook, Oregon

Dear Mrs. Gatens:

This is to acknowledge receipt of a resolution adopted by the City of Tillamook requesting aid from the annual $250,000 Special City Allotment fund.

The results of the investigation of your requested project will be presented to the Highway Commission for consideration in forming the 1964 program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Relations Engineer

mm

RESOLUTION No. 595

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Tillamook is an incorporated city of the State of Oregon and has a population of 4162 as given by the latest official census; and

WHEREAS, the following streets of said city, Front Street from the west line of Main Avenue to the west line of Grove Avenue,

RECEIVED
JUN 19 1963
ENGINEER
COUNTY & CITY DIVISION

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population

in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Tillamook does hereby offer to the State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate H. S. Paulson as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 17th day of June, 1963.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

---- ---------- -

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Tillamook at a regular or special meeting of said Council, held on the 17th day of June, 1963, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 17th day of June, 1963.

Geneva Peters
City Recorder

SIGNED ROUTES

INTERSTATE 5
U.S. 30
ORE. 22

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
- CH – City Hall
- CT Court House
- A – Armory
- L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

TILLAMOOK

TILLAMOOK COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U S DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 4,244

Scale in Feet

July 1, 1961

ER-141(1) Sherman County Flood Damage Repair Project. (Grading, oiling and rock production) 1965

#6702

7

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94505

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-15-68	CC 1117		520-1040-297

- Klamath County
- Courthouse
- Yreka, Oregon 97039

RECEIVED
MAR 15 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn County Court			
Final Billing: Flood Damage Repair - FAS routes 313, 665, 666 and 667, Project EB-111 (1). Covered by agreement dated April 20, 1965.			
County's advance deposit		37,100.00	
Less amount previously transferred		25,100.00	
			12,000.00
County's share of construction costs and rock production		36,933.66	
Less amount previously transferred		25,100.00	
			10,833.66
To be refunded			1,166.34

ACKNOWLEDGMENT OF FILING REQUEST

Cash Received with Request ....

By ....

NOTED
DON HARWELL

Form A-8S—10M—12-66

Invoice for Service Rendered or Goods Furnished the OREGON STATE HIGHWAY DEPARTMENT by

This Space for Use of Accounting Division

Date January 26, 1968

Invoice No. State Treasurer's

P. O. No. Receipt No. 6988

SP*23799-734

Sherman County

c/o County Court

Moro, Oregon

Voucher No. 10 - Final Project No. ER-141(1)

Reimbursement for cost of repairing County FAS Routes 313, 665, 666, and 667 damaged in 1964-65 floods.

County cost as per statement	$23,429.35	
Federal reimbursement claimed at 63.50%		$14,877.64
State Highway participation at 29.4% of Federal amount		4,374.03
Total County reimbursement		$19,251.67
Less previous amount paid on invoice dated 10-24-66		14,441.01
Balance due County		$ 4,810.66

9561-597 (64) $3,717.66
528-4790-190 (64) $1,093.00

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

Form A-68—10M—3-57

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

This Space for Use of Accounting Division

Date 10-24-66

Sherman County

State Treasurer's

c/o County Court

Receipt #234160

Moro, Oregon

State Printing 2173

Voucher No. 7 - Progress, Project No. ER-141(1)

Reimbursement for cost of repairing County FAS Routes 313, 665, 666 and 667 damaged in 1964-65 floods.

County cost as per statement	$ 23,429.35	
Federal reimbursement claimed at 63.51%		$ 14,879.98
Retained for final audit 25%		(3,720.00)
	Federal Reimbursement	$ 11,159.98
State Highway participation at 29.45 of Federal account		3,281.03
	Total Due County	$ 14,441.01

9561-597(64) $ 11,159.98
528-4790-190(64) $ 3,281.03

E. W. Chase, Asst. Office Engr.

(MEMORANDUM)

FORM PR-[illegible] (Rev. 5-61) Program
FORM APPROVED BY COMPTROLLER GENERAL, U.S. MAY 12, 1966 IN LIEU OF SF-1166

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC [illegible]OADS

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

VOUCHER NO.

BUREAU VOUCHER NO.

APPROPRIATION

BUREAU SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

Capitol Bldg., Salem, Oregon

(For use of Paying Office)

STATE Oregon

FEDERAL AID PROJECT NO. [illegible]-101(1)

VOUCHER PERIOD: FROM 12-21-66 TO 5-31-66

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
			$46,317.98	$35,178.00	$11,139.98	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

R. H. Chase
Federal-Aid Engr.

$11,139.98

PREVIOUS EDITIONS ARE OBSOLETE

USCOMM-DC 27328-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)

RECEIVED
SEP 28 1966
ENGINEER
COUNTY & CITY DIVISION

COUNTY FAS ROUTES

SHERMAN COUNTY

Total Participating Costs

County FAS Route #313		$ 9,562.51
County FAS Route #665		746.70
County FAS Route #666		12,660.20
County FAS Route #667		459.80
		$ 23,429.31
Prorata percent		63.51
Prorata from U.S.		$ 14,879.90
Less 25% Retent		(3,720.00)
Contract #6703 prorata costs, Prefix 320-1048		35,358.00
Total prorata from U.S.		$ 46,517.90

AMOUNT CARRIED FORWARD...

ER/Sherman Co

FORM PR-33A (12-63)

cc: OSHD(Klaboe)
OSHD(Edwards)
Region
Wash DC

STATE COPY

FINAL REPORT
(PPM 20-6.1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	3	Sherman	Oregon
DATE OF REPORT: 12-9-66	REPORT MADE BY: W. R. Grafe, Area Engr		PROJECT NO.: ER-141(1)
COMPLETION DATE: 6-15-66	ACCEPTANCE DATE BY CONTRACTING AGENCY: 9-13-66	TIME ELAPSED: 433Z	APPROVED EXTENSION(S): To May 5, 1966
CONTRACT TIME: 11-15-65	LOCATION: Sherman County Flood Damage Repair		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

FLOOD DAMAGE REPAIR
SHERMAN COUNTY
Contract No. 6702

NOTED
H. S. COX

NOTED
E. B. KLABOE

NOTED
RICHARD UNREIN

Contract amount was $76,313.55.

Final contract cost $77,472.29.

Contractor was assessed liquidated damage in the amount of $15,000, although time extension was granted from 11-15-65 to 5-5-66.

Costs incurred by the county for permanent and temporary repairs are as follows:

FAS 313	$ 9,562.51
665	746.78
666	12,660.20
667	459.86

RECEIVED
DEC 23 1966
ENGINEER
COUNTY & CITY DIVISION

1/23/66
Copies to
Young
Chase
Cox
Putnam
2P

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

W. R. Grafe
W. R. Grafe, Area Engineer

Project Accepted 12-9-66
Date

A. W. Parsons
A. W. Parsons, Division Engineer

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
NOV 15 1966

EK-141(.)
6702

November 14, 1966

Mr. Arthur Simonsen, President
Arthur Simonsen & Company, Inc.
3005 North 3rd Street
Baker, Oregon 97814

,167

Dear Mr. Simonsen:

Re: Sherman County Flood Repair, Contract No. 6702, Completion Penalty

This will reply to your October 31 letter requesting reconsideration of the completion time penalty on the subject project.

The circumstances of the late culvert work were considered quite carefully along with your earlier formal request for a time extension. Our recommendation on the extension was based on the applicable contract specifications, particularly Articles 8-7 and 8-8.

We do not believe the elapse of five calendar days (including a weekend) from the date the contract was awarded until the pipe list was mailed to you is at all unreasonable or constitutes "failure of the State".

As for the 90 days allegedly required for pipe delivery, the specifications on this project do not include material availability as a factor for adjusting time, nor would we systematically inquire on availability of all materials at the time a project is prepared for bidding. For instance, the source of aggregates is frequently left to the contractor to secure. Article 3-3 of our Standard Specifications instructs the contractor to become fully informed as to the conditions of the work and sources of supply for materials.

Considering all the above factors, I believe we have been fair in administering the stop work orders and arriving at the time extension already granted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

JAB:fp srb

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 7, 1966

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Sherman County Flood Repair
Contract No. 6702
Completion Penalty
Assignment No. 1167-FBK

Contractor Simonsen has previously submitted a couple pleas for additional time extension to the Division office. Division Engineer Putnam made rather complete replies September 26 and October 11 and clarified some other minor items.

A time extension covering the oiling stop work period and actual oiling time was approved by the Highway Commission August 25, 1966. This project was advertised with a very tight completion requirement. Bids were opened August 31, 1965 and the specified completion was November 15, 1965. The contract was awarded September 16 and the pipe list mailed to the contractor September 21. We believe this was prompt and does not constitute a "failure of the State ..... to act promptly" as the specification sets forth.

We note that there were only two bidders on this project out of five plan holders. We never know the effect of the time requirement on bidding. Simonsen was some $7,000 under the engineer's estimate and $8,000 under the other bidder. The difference is not in the pipe items though; he was about $11,500 under the estimate in the total of three items - Rock Embankment, 3/4"-0 and 1"-0.

In his letter Simonsen has made no reference to the specifications, but in reply, we must be guided by them. The attached draft has been prepared accordingly.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:fp
Attach.

RECEIVED
NOV 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Arthur Simonsen & Co., Inc.

General Contractors

3005 N. 3rd Street

Baker, Oregon

ARTHUR SIMONSEN
523-5013

ROGER SIMONSEN
523-4318

4340

NOV 3 66

October 31, 1966

REFERRED TO
Admin
BY SECRETARY

Routing
Morgan
Docker
Sond
Barlow
Walker
Swan
Smith
Baker
RECEIVED
NOV 1966
CONSTRUCTION
DIVISION
Litchfield
Olson

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Gentlemen:

We feel we have been unfairly penalized by assessment of $2175.00 in liquated damages on our Contract #6702 in Sherman County, and are asking for reconsideration of this assessment, which was apparently because of delayed construction of 120" multiplate pipe.

Our quotes from pipe companies are not received with any explanation that delivery cannot be made in time to complete a project within a 90 day period. We asked for delivery to be made within time to allow for installation but were advised that the Highway Commission was well informed that 90 days is necessary when multiplate pipe is an item on a job. No consideration at all has been given eventhough the installation was complete within the 90 days after receiving pipe list.

Some time could have been saved if we had been allowed to take out the old bridge and had completed all other work necessary before installing the pipe, but at the request of the Engineer, this work was held up until actual delivery of the pipe.

The delivered price of this pipe was $42.94 per lin. foot. We were wrong when bidding the job in estimating the assembly cost which actually turned out to be $27.65 per foot for a total of $67.59. Our bid was $66.00 per foot which included dismantling bridge, excavation, etc., necessary to complete this item. This was all our own error in bidding, but this penalty assessed was surely not to be expected.

We apologize for your time necessary to consider this request for adjustment of these penalty charges. Our struggle to survive in the business makes it necessary to try for adjustment of a matter such as this which we cannot help but feel is unjustified.

Very truly yours,

ARTHUR SIMONSEN & CO., INC.

Arthur Simonsen

Arthur Simonsen
President

AS:gs

RECEIVED
NOV 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1966
FOR FILING

FH-141(1)

6702

October 27, 1966

US Fidelity & Guaranty Company
Portland Office
401 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $371.70 will be made to Arthur Simonsen & Company, Inc., for grading and oiling the Sherman County Flood Damage Repair Project on FAS 313, 665, 666 and 667 in Sherman County, as soon as the warrant is prepared.

The total amount paid on this contract will be $75,630.41, including the post-final payment. Of the total $182.57 is for force account work.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Arthur Simonsen and Company, Inc.
3005 N. Third Street
Baker, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
SEP 19 1966

FOR FILE...

ER-141(1)

6702

September 14, 1966

US Fidelity & Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6702 awarded to Arthur Simonsen & Company, Inc., for grading and oiling on the Sherman County Flood Damage Repair Project was completed on June 3, 1966, and accepted by the Highway Commission on September 13, 1966.

Final payment in the amount of $1,429.43 will be released to the contractor after September 22, 1966. The total contract amount is $75,258.71 including $182.57 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc: Arthur Simonsen & Company, Inc.
3005 N. Third Street
Baker, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 14 1966
FOR FILING
S-141 (1)
6162

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 3, 1966, on Contract No. 6702. The contract was with Arthur Simonsen & Co., Inc. and was for grading and oiling on the Sherman County Flood Damage Repair Project on FAS313, 665, 666, and 667 in Sherman County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 13, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
OCT 4 - 1966

FOR FILING

FA-141(1)

6702

1

August 26, 1966

#5

Arthur Simensen & Company, Inc.
3005 North Third Street
Baker, Oregon

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6702 for the Sherman County Flood Damage Repair Project.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to May 5, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc J. F. Putnam
Vernon Shull
L. H. Young
F. D. Morgan
C. H. Maiden
Bureau of Public Roads

RECEIVED
JUL 27 1966
FOR FILING
EK 141 (1)
6702

July 27, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
August 25, 1966 meeting

Gentlemen:

Arthur Sizemore and Co. Inc., contractor on the Sherman County Flood Damage Repair Project on Sherman County Roads, Contract No. 6702, requests an extension of the specified completion date from November 15, 1965 to June 4, 1966.

This contract was awarded September 16, 1965 with a specified completion date of November 15, 1965. A "stop work" order covering the oiling work was issued on October 19, 1965, because of the late season. All work with the exception of oiling was completed on December 14, 1965. This is 29 penalty days. The contractor resumed work on May 5, 1966, and, through a series of three more stop-and-resume work orders issued because of unsuitable oiling weather, completed the project on June 3, 1966.

I recommend that the specified completion date be extended to May 5, 1966, which in effect assesses liquidated damages for the period between November 15 and December 14, 1965 for that work not covered by the oiling "shut down" order. This will leave $2,175 in liquidated damages. We have Bureau of Public Roads approval of this recommendation.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

Vernon Shuler

DES:nh bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6702 Contractor Arthur Simonsen & Co., Inc.

Highway FAS 313, 665, 666 and 667

Section Sherman Co. Flood Damage Repair Project

Kind of Work Grading and Oiling

It is recommended that such extension be granted as requested under the following terms and conditions: Extension to May 5, 1966. Granted due to ordered Oiling shut down.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. [redacted]

Project designation [redacted] (1) State—Federal

Date awarded [redacted]

Work started [redacted]

Per cent completed 6-3-66 100% Date

Specified completion date [redacted]

Previously extended to [redacted]

Extension requested to [redacted] 5-5-66

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date June 3, 1966

Gentlemen:

We, the undersigned, respectfully request an extension of 300 days time, from Nov. 15, 1965, to June 4, 1966, within which to complete our Contract No. 6702, described as follows:

Flood Damage Repair Project - [illegible]-141(1)

The above request is based upon the following reasons:

The Resident engineer has suspended work on Items 6, 7, 8 and 9 on the above contract due to seasonal limitations for Asphalt Penetration Macadam.

With present weather conditions being what they are, we are therefore asking for the above extension of time to complete our contract.

Respectfully submitted,

ARTHUR SIMONSEN & CO., INC.
Contractor

By Arthur Simonsen

CONSENT OF SURETY

Date June 3, 1966

We, United States Fidelity and Guaranty Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

C. Jack Miller
Attorney-in-fact

(SEAL)

C. Jack Miller
Resident Agent

State Printing 97813

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6702 Contractor Arthur Simonsen & Co., Inc.

Highway FAS 313, 665, 666 and 667

Section Sherman Co. Flood Damage Repair Project

Kind of Work Grading and Oiling

It is recommended that such extension be granted as requested under the following terms and conditions: Extension to May 5, 1966. Granted due to ordered Oiling shut down.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6702

Project designation ~~ER-141~~ (1)
State—Federal

Date awarded ~~9-16-65~~

Work started 9-13-65

Per cent completed 6-3-66 100%
Date

Specified completion date 11-15-65

Previously extended to None

Extension requested to ~~XXXXX~~ 5-5-66

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date June 3, 1966

Gentlemen:

We, the undersigned, respectfully request an extension of 200 days time, from Nov. 15, 1965., to June 4, 1966., within which to complete our Contract No. 6702, described as follows:

Flood Damage Repair Project - ER-141(1)

The above request is based upon the following reasons:

The Resident Engineer has suspended work on Items 6, 7, 8 and 9 on the above contract due to seasonal limitations for Asphalt Penetration Macadam.

With present weather conditions being what they are, we are therefore asking for the above extension of time to complete our contract.

Respectfully submitted,

ARTHUR SIMONSEN & CO., INC.
Contractor

By Arthur Simonsen

CONSENT OF SURETY

Date June 3, 1966

We, United States Fidelity and Guaranty Company, as surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

L. Cecil Mullin
Attorney-in-fact

(SEAL)

L. Cecil Mullin
Resident Agent

State Printing 97813

Form CD-121 (11-69) (Prns. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-141(1)
Sherman County Flood Damage Repair Project
Sherman County Roads
Request for Extension of Time

NOTED
E. B. KLABOE

We have reviewed your submission of July 5, 1966 covering subject request.

On the basis of the information contained therein, and under Article 8-8 of the Standard Specifications, we hereby concur in extension of the completion date to May 5, 1966, as requested.

cc Young
Bond
Parsons 1-20-66

RECEIVED
JUL 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 SOH 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 22, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G
L

SUBJECT: Extension of Time
Sherman Co. Flood Damage Repair Proj.
Sherman County Roads
Contract No. 6702

Attached is a request from Arthur Simonsen and Co., Inc. for an extension of the specified completion date from November 15, 1965 to June 4, 1966 without the assessment of liquidated damages. The contractor's request is based on "stop work" orders issued by the engineer on oiling and related items.

Following are some pertinent dates in connection with the subject contract:

Bids received	8-31-65
Work started	9-13-65
Contract awarded	9-16-65
Pipe list mailed to contractor	9-21-65
Oiling shut down	10-19-65
Contract complete except for 1 pipe and oiling	11-10-65
Specified completion date	11-15-65
Multi-plate pipe delivered	11-29-65
Work on multi-plate pipe started	12-6-65
Work complete except for oiling	12-14-65
Resume work order	5-5-66
Stop work order	5-16-66
Resume work order	5-23-66
Stop work order	5-26-66
Resume work order	5-31-66
Stop work order	6-1-66
Resume work order	6-2-66
Contracted completed	6-3-66

The Resident Engineer supplied the contractor with pipe order list including a sketch of the required multi-plate pipe on September 21, 1965. This pipe was not delivered to the project until November 29, 1965. With the exception of the multi-plate

pipe and the oiling items, all of the contract work was completed on November 10, 1965. The contractor started the multi-plate pipe installation on December 6 and all work with the exception of oiling was completed on December 14, 1965. No further "stop work" orders were issued, since the oiling had already been stopped. At the time of the oiling "stop work" order, approximately 20% of the work (exclusive of oiling) remained. At the specified completion date 11% remained exclusive of oiling. This was the late culvert work.

The contractor resumed work on May 5, 1966 and through the stop and resume work orders listed above, completed the project in a total time of 17 calendar days.

Between the November 15, 1965 specified completion date and December 14, 29 calendar days accrued with liquidated damages amounting to $2,175. When the "stop work" order for the oiling was issued, there were 26 calendar days remaining of the original allowed time. The contractor's first request was held pending resumption of work this spring and he submitted a new request for an extension early this month, but still refers only to the ordered oiling delay as a reason. We have considered other aspects of the project, as described above, but find no valid basis for allowing the 11% of work not affected by the orderd shutdown and performed after the specified completion, without assessing a penalty. We therefore recommend that the specified completion date for this contract be extended to May 5, 1966, which in effect assessed liquidated damages for the period from November 15 to December 14, 1965 for the work not covered by the oiling shut down.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that an extension of time based on the oiling shut down is valid.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

Attachments

cc: L. H. Young

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1966
FOR FILING

Form CO-121 (1-65) (Prev. Ed. A.O. 2a(1-65))

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6702

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1966

In reply refer to: 08-35-DA

A. W. Parsons

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-141(1)
Sherman County Flood Damage Repair Project
Sherman County Roads
Request for Extension of Time

NOTED
F. B. KLABOE

We have reviewed your submission of July 5, 1966 covering subject request.

On the basis of the information contained therein, and under Article 8-8 of the Standard Specifications, we hereby concur in extension of the completion date to May 5, 1966, as requested.

cc Young
Bond
Parsons
1-20-66

RECEIVED
JUL 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Monthly transaction number: 7-67	(FORM PR-22 (5-57)) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8 #6702	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-11-66	County: Sherman
		Project number: ER-1(1)(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 11, 19 65, is hereby modified as follows:

Revised estimated total cost of project $ 79,103

Revised Federal funds $ 50,238.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of July, 19 66.

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P68

Oregon State Highway Department

Federal Aid
Project No. ER-141(1)

[illegible] BRYAN COUNTY FAS ROUTES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices, negotiated equipment, labor and materials and County Force Costs)

Salem, Oregon, June 9, 1966.

Type Code 3210
[illegible] M.P. 0.00 to M.P. 8.10)(FAS 665 M.P. 0.05 to M.P. 1.25)(FAS 666 M.P. [illegible] 3.20 to 667 M.P. 1.90 to M.P. 3.45)(Contract No. 6702)

[illegible]ment in Place	5,650 cu.yds.	$ 1.05	$ 5,932.50
[illegible]tion Embankment in Place	660 cu.yds.	3.00	1,980.00
Water	80 M-gals.	4.00	320.00
[illegible]	130 hours	18.00	2,340.00
[illegible] in Base	3,100 cu.yds.	2.70	8,370.00
[illegible] in Asphalt Macadam	465 cu.yds.	10.00	4,650.00
120-[illegible] Asphalt in Asphalt Macadam	30 tons	120.00	3,600.00
RS-[illegible] in Asphalt Macadam	18 tons	122.00	2,196.00
Hauling Equipment, Base and Oiling Materials	32,000 yd. mi.	0.20	6,400.00
120-inch Structural Plate Pipe, 10 Ga.	90 lin.ft.	66.00	5,940.00
24-inch Culvert Pipe	40 lin.ft.	8.00	320.00
36-inch Culvert Pipe	90 lin.ft.	12.00	1,080.00
48-inch Culvert Pipe	26 lin.ft.	20.00	520.00
72-inch Culvert Pipe	54 lin.ft.	40.00	2,160.00
Repair Old Bridge	All Required		1,186.50
Class "A" Concrete (28Cy.)	All Required		2,940.00
Metal Reinforcement(1,030 lbs.)	All Required		378.55
			$ 50,313.55
Flagging (57½% of Contractor's Cost			300.00
			$ 50,613.55
	Engr. & Cont.		5,060.45
	Subtotal		$ 55,674.00

Type Code 5231
[illegible] Flood Repair (M.P. 0.0 to M.P. 8.1)
Temporary

Negotiated Equipment, Labor and Materials	All Required	$ 6,319.72
County Force Equipment and Labor	All Required	380.46
		$6,700.18

Permanent

[illegible]roved County Force Order No. 1*	All Required	$ 2,862.33
	Subtotal	$ 9,562.51

* [illegible] shown [illegible]s estimate [illegible] actual cost of C.F.O. No. 1

Type Code 5231
Fall [illegible] (M.P. 0.00 to M.P. 1.25)
Temporary and Permanent*

Negotiated Equipment, Labor and Materials	All Required		$ 364.57
County Force Equipment and Labor	All Required		382.21
		Subtotal	$ 746.78

* Permanent work on this route was completed in conjunction with the temporary repairs except that portion covered by Contract No. 6702.

[illegible] (M.P. 22.50)
[illegible]

Negotiated Equipment, Labor and Materials	All Required		$ 12,197.03
County Force Equipment and Labor	All Required		463.17
		Subtotal	$ 12,660.20

[illegible] work on this route was completed in conjunction with temporary repairs except that portion covered by Contract No. 6702.

[illegible] (M.P. 3.45)
[illegible]

[illegible] Materials	All Required		$ 66.00
County Force [illegible] and Labor	All Required		393.86
		Subtotal	$ 459.86
		Total	$ 79,103.35

* [illegible] was completed in conjunction with temporary repairs except that portion covered by Contract No. 6702.

Length of Project . . . . 33.10 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Contract 6702	$[illegible]	[illegible],358.00	$10,158.00	$10,158.00
FAS [illegible]	9, [illegible]	6,073.00	1,744.75	1,744.76
FAS [illegible]	[illegible]6.78	475.00	135.89	135.89
FAS [illegible]	12,6[illegible].20	8,040.00	2,310.10	2,310.10
FAS [illegible]	4[illegible].86	292.00	83.93	83.93
Totals	$79,[illegible].35	$[illegible],238.00	$14,432.67	$14,432.68

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 528-10.3

The costs for temporary and permanent repairs other than contract 6702 in this estimate was taken from Sherman County's billing.

SHERMAN COUNTY FAS ROUTES

STATE WORK

1" - 0 Material in Stockpile	10,000 cu.yds.	$ 2.60	$ 26,000.00

RECEIVED
OCT 21 1965

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.
10-54

PROJECT REPORT NO.
ER-141(1)
6102

FC PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT
(PPM 21-7)

10-11-65

STATE: Oregon

COUNTY: Sherman

PROJECT NO.: ER-141(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sherman County FAS Routes.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-65	38.15
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 58,859.	$ 37,347.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. A. Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Perseus
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 11 1965

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-141(1)

SHERMAN COUNTY FAS ROUTES

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, September 22, 1965

Type Code 3210
Roadway (FAS 313 MP 0.00 to MP 8.10)(FAS 665 MP 0.05 to MP 1.25) (FAS 666 MP 2.20 To 23.50)(FAS 667 MP 1.90 to MP 3.45) (Contract No. 6702)

Rock Embankment in Place	5,650 cu.yds.	$ 1.05	$ 5,932.50
Slope Protection Embankment in Place	660 cu.yds.	3.00	1,980.00
Watering	80 M-gals.	4.00	320.00
Blade Grader	130 hours	18.00	2,340.00
3/4" - 0 Material in Base	3,100 cu.yds.	2.70	8,370.00
Aggregates in Asphalt Macadam	465 cu.yds.	10.00	4,650.00
120-150 Asphalt in Asphalt Macadam	30 tons	120.00	3,600.00
RS-1 Asphalt in Asphalt Macadam	18 tons	122.00	2,196.00
Hauling Embankment, Base and Oiling Materials	32,000 yd.mi.	0.20	6,400.00
120-inch Structural Plate Pipe, 10 Ga.	90 lin.ft.	66.00	5,940.00
24-inch Culvert Pipe	40 lin.ft.	8.00	320.00
36-inch Culvert Pipe	90 lin.ft.	12.00	1,080.00
48-inch Culvert Pipe	26 lin.ft.	20.00	520.00
72-inch Culvert Pipe	54 lin.ft.	40.00	2,160.00
Repair Old Bridge	All Required		1,186.50
Class "A" Concrete (28 cu.y.)	All Required		2,940.00
Metal Reinforcement (1,030 lbs.)	All Required		378.55
			$50,313.55
Flagging (57½ of Contractor's Cost)	All Required		300.00
	Subtotal		$50,613.55
	10% Engr. & Cont.		5,060.45
	Total		$55,674.00

Length of Project ---------- 32.15 miles (intermittent)

County Negotiated Contract
Approved C.F.O. #1 (MP 0.00 to MP 0.32

County Force Order (Estimated Cost)	All Required	$ 2,896.33
	Subtotal	$ 2,896.33
	10% Engr. & Cont.	288.67
	Total	$ 3,185.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	Co. Funds
Roadway	$55,674.00	$35,325.00	$10,174.50	$10,174.50
County Force Order	3,185.00	2,022.00	581.50	581.50
Subtotal	$58,859.00	$37,347.00	$10,756.00	$10,756.00
Work Retained in Authorized Fund Status				
Temporary and permanent work not covered by this estimate	$21,141.00	$12,144.00	$ 4,498.50	$ 4,498.50
	$80,000.00	$49,491.00	$15,254.50	$15,254.50

State Funds for Constr.: Chap.175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939

State Funds for Maint.: Chap. 529, laws 1939

Prefix: 523-1048

SHERMAN COUNTY FAS ROUTES

STATE WORK

1" - 0 Material in Stockpile	10,000 cu.yds.	$2.60	$26,000.00

Oregon State Highway Department

Federal Aid
Project No. ER-141(1)

SHERMAN COUNTY FAS ROUTES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, Aug. 11, 1965

Type Code 3210
Roadway (FAS 313 M.P. 0.00 to M.P. 8.10)(FAS 665 M.P. 0.05 to M.P. 1.25)
(FAS 666 M.P. 2.20 to 23.50)(FAS 667 M.P. 1.90 to M.P. 3.45)

Rock Embankment in Place	5,650	cu.yds.	$ 1.50	$ 8,475.00
Slope Protection Embankment in Place	660	cu.yds.	2.50	1,650.00
Watering	80	M-gal.	4.00	320.00
Blade Grader	130	hour	19.50	2,535.00
3/4" - 0 Material in Base	3,100	cu.yds.	3.50	10,850.00
Aggregates in Asphalt Macadam	465	cu.yds.	5.50	2,557.50
120-150 Asphalt in Asphalt Macadam	30	ton	55.00	1,650.00
RS-1 Asphalt in Asphalt Macadam	18	ton	60.00	1,080.00
Hauling Embankment, Base and Oiling Materials	32,000	yd.mi.	0.20	6,400.00
120-inch Structural Plate Pipe, 10 ga.	90	lin.ft.	75.00	6,750.00
24-inch Culvert Pipe	40	lin.ft.	9.00	360.00
36-inch Culvert Pipe	90	lin.ft.	15.00	1,350.00
48-inch Culvert Pipe	26	lin.ft.	25.00	650.00
72-inch Culvert Pipe	54	lin.ft.	47.50	2,565.00
Repair Old Bridge	All	Req.		1,250.00
Class "A" Concrete (28 c.y. @ $75.00)	All	Req.		2,100.00
Metal Reinforcement (1,030 lbs. @ $0.20)	All	Req.		206.00
				$ 50,748.50
Flagging (57½% of contractor's cost)				300.00
		Subtotal		$ 51,048.50
		10% Engr. & Cont.		5,104.50
		Total		$ 56,153.00

Length of Project 32.15 miles (intermittent)

County Negotiated Contract
Approved C.F.O. No. 1 (M.P. 0.00 to M.P. 0.32)

County Force Order (Estimated Cost)	All	Req.	$ 2,896.33
	Subtotal		2,896.33
	10% Engr. & Cont.		288.67
	Total		$ 3,185.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$56,153.00	$34,512.00	$10,820.50	$10,820.50
County Force Order	3,185.00	2,022.00	581.50	581.50
Subtotal	$59,338.00	$36,534.00	$11,402.00	$11,402.00
Work Retained in Authorized Fund Status				
Temporary and permanent work not covered by this estimate	20,422.00	12,957.00	3,732.50	3,732.50
	$79,760.00	$49,491.00	$15,134.50	$15,134.50

Oregon State Highway Department

Federal Aid
Project No. ER-141(1)

SHERMAN COUNTY FAS ROUTES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, July 30, 1965

Type Code 3210
Roadway (FAS 313 M.P. 0.00 to M.P. 8.10)(FAS 665 M.P. 0.05 to M.P. 1.25)

Rock Embankment in Place	5,650	cu.yd.	1.50	$ 8,475.00
Slope Protection Embankment in Place	660	cu.yd.	2.50	1,650.00
Watering	80	M-gal.	4.00	320.00
Blade Grader	130	hr.	19.50	2,353.00
3/4" - 0 Material in Base	3,100	cu.yd.	3.50	10,850.00
Aggregates in Asphalt Macadam	465	cu.yd.	5.50	2,575.50
120-150 Asphalt in Asphalt Macadam	30	tons	55.00	1,650.00
RS-1 Asphalt in Asphalt Macadam	18	tons	60.00	1,080.00
Hauling Embankment, Base and Oiling Materials	32,000	yd.mi.	0.15	4,800.00
120-inch Structural Plate Pipe,10 ga.	90	lin.ft.	75.00	6,750.00
24-inch Culvert Pipe	40	lin.ft.	9.00	360.00
36-inch Culvert Pipe	90	lin.ft	15.00	1,350.00
48-inch Culvert Pipe	26	lin.ft.	25.00	650.00
72-inch Culvert Pipe	54	lin.ft.	47.50	2,565.00
Repair Old Bridge	All Required			1,250.00
Class "A" Concrete (28 c.y. at $75.00)	All Required			2,100.00
Metal Reinforcement (1,030 lbs. at $0.20)	All Required			206.00
				$ 49,148.50
Flagging (57½% of Contractor's Cost)				300.00
			Subtotal	$ 49,448.50
			10% Engr. & Cont.	4,944.50
			Total	$ 54,393.00

Length of Project 32.15 Miles (Intermittent)

County Negotiated Contract
Approved C.F.A. No. 1 (M.P. 0.00 to M.P. 0.32)

County Force Order (Estimated Cost)	All Required			$ 2,896.33
				$ 2,896.33
				288.67
			10% Engr. & Cont.	
			Total	$ 3,185.00

SUMMARY OF FUNDS

Description				
Roadway	$54,393.00	$34,512.00	$ 9,940.50	$ 9,940.50
County Force Order	3,185.00	2,022.00	581.50	581.50
Subtotal	57,578.00	36,534.00	10,522.00	10,522.00
Work Retained in Authorized Fund Status				
Temporary and Permanent work not covered by this estimate.	20,422.00	12,957.00	3,732.50	3,732.50
	$78,000.00	$49,491.00	$14,254.50	$14,254.50

SHERMAN COUNTY FAS ROUTES

STATE WORK

1" - 0 Material in Stockpile	10,000 cu. yds.	325	$32,500.00

RECEIVED
JUL 5 1966
FOR FILING
ER-141 (1)
6702

July 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Sherman County Flood Damage
Repair Project, Sherman
County Roads, Oregon Project
ER-141(1)

Dear Sir:

We have received from Arthur Simonsen and Company, Inc., contractor on the subject project, a request for an extension of the specified completion date from November 15, 1965, to June 4, 1966. The contractor's request is based on "stop work" orders issued by the engineer for oiling and related items.

Following are some pertinent dates in connection with the subject contract:

Bids received	8-31-65
Work started	9-13-65
Contract awarded	9-16-65
Pipe list mailed to contractor	9-21-65
Oiling shut down	10-29-65
Contract complete except for one pipe and oiling	11-10-65
Specified completion date	11-15-65
Multi-plate pipe delivered	11-29-65
Work on multi-plate pipe started	12-6-65
Work complete except for oiling	12-14-65
Resume work order	5-5-66
Stop work order	5-16-66
Resume work order	5-23-66
Stop work order	5-26-66
Resume work order	5-31-66
Stop work order	6-1-66
Resume work order	6-2-66
Contract completed	6-3-66

The Resident Engineer supplied the contractor with a pipe order list including a sketch of the required multi-plate pipe on September 21, 1965. This pipe was not delivered to the project until November 29, 1965. With the exception of the multi-plate pipe and the oiling items, all of the contract work was completed on November 10, 1965. The contractor started the multi-plate pipe installation on December 6 and all work with the exception of oiling was completed on December 14, 1965. No further "stop work" orders were issued, since the oiling had already been stopped. At the time of the oiling "stop work" order, approximately 20 percent of the work (exclusive of oiling) remained. At the specified completion date 11 percent remained exclusive of oiling. This was the late culvert work.

The contractor resumed work on May 5, 1966, and through the stop and resume work orders listed above, completed the project in a total time of 17 calendar days.

When the "stop work" order for the oiling was issued in October of 1965, there were 26 calendar days remaining of the original contract time. We can find no valid basis for justification of an extension of time in excess of that covered by the oiling "shut down" order. We, therefore, recommend that the specified completion date for this contract be extended to May 5, 1966, which in effect assesses liquidated damages for the work not covered by the oiling shut down between November 15 and December 14, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaben
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:nh srb

ER

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

June 28, 1966

08-35-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

RECEIVED
JUN 29 1966
ENGINEER
COUNTY & CITY DIVISION

Oregon Project ER-141(1)
FAS Routes - Sherman County
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed county resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's June 9, 1966 letter are approved. Established County rental rates must be supported by accounting records or if not available, the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 33.10 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $18,947.00 and County Force Account work amount of $1,620.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $13,062.00.

A finding regarding nonincidental permanent repairs on the project by County Forces and concurrence in the solicited contract were previously transmitted on July 13, 1965. We also concurred in the contract award for the subject routes on September 16, 1965.

I CONCUR: B. M. FRENCH, REGIONAL ENGR.

BY: _____
B. J. McClarty, Asst Reg. Engr.

DATE: _____

Enclosures

NOTED
P. H. PRANGE

cc:
Region (4) w/2 copies agreement estimate & plans
(PR-37 distributed separately)
H.S. Coe, County-City Div.

NOTED
V. R. JONES

RECEIVED
JUN 22 1966
FOR FILING

ER-141(1)
6702

June 20, 1966

Sherman County Court
Courthouse
Moro, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 2286

Gentlemen:

We are enclosing for your records a fully executed copy of a Supplemental Finance-Construction Agreement covering FAS Route Nos. 313, 665, 666 and 667 in Sherman County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

ER

FORM PR-33A(1) (REV. 5-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

cc: OSHD (Klabo
OSHD (Edwards)
Region
Wash DC

AND FINAL INITIAL INSPECTION REPORT

rc

REGION NO.	REPORT NO.	COUNTY	STATE
	2	Sherman	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
5-25 and 5-15-66	Bernadette Washington W. R. Grafe. Area Engineer		ER-141(1)

IN COMPANY WITH
James Putnam, Dist Engr; Vern Shull, Res Engr, OSHD

LOCATION OF IMPROVEMENT
FAS 313, MPs 0+00 to 8.10
FAS 665, MPs 0.05 to 1.25
FAS 666, MPs 2.20 to 23.50
FAS 667, MPs 1.90 to 3.45

CONTRACTOR NAME AND ADDRESS
[illegible] imonson & Co., Inc., Baker, Oregon

AWARD DATE	CONTRACT AMOUNT	TIME ALLOWED	TIME STARTED	WORK STARTED
9-1[illegible]	$76,313.55	11-15-65	NA	9-13-65
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**	**EST. COMPL. END OF MO**
Satisfactory	Unsatisfactory	433%	100 %	%

ROADBED (Width See below Feet 0. to 0. of shoulders)

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Oiling	3210	32.15	Var.	Var.	Var.

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

RECEIVED
JUL 1 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
F. B. KLAPPER

REMARKS

FLOOD DAMAGE REPAIR
SHERMAN COUNTY
Contract No. 6702

Work under the project provides for repairs to Sherman County roads made necessary by the floods of December 1964 and January 1965. Work consisted of intermittent embankment, slope repair, stone surfacing, oiling, minor bridge repairs to Barnum Canyon Bridge, and other minor incidental work.

The contractor began his grading work immediately after award of the contract and his time ran out on him before completion of placement of the base material from the crusher. It was impossible to oil during the fall of 1965, and as a result of this, the State gave him a shutdown order on October 19, 1965 and did not again resume work until such time in the spring as oiling could be performed. The contractor is submitting a request for time extension beyond the November 15, 1965 deadline date. This matter has not yet been resolved and will be subject to some discussion.

7-1-66
Copies to
Jim Putnam
Vern Shull
Contr
[illegible]

NOTED
R. H. PRANGE

(more)

NOTED NOTED
R. R. JONES

2-STATE HIGHWAY DEPARTMENT COPY

Extra Work Order No. 1 for flagging was approved in the amount of $300.

Subcontract for crushing was approved by the State to J. Arlie Bryant.

Variations from the contract amounts were very minor and are listed as follows:

	Contract Quantity	Actual Quantity
Excavation	6310 CY	6400 CY
Surfacing	3100 CY	3270 CY
Asphalt	48 tons	45 tons

There are no significant variations within this contract.

Estimated final cost of the contract is $77,360.84.

This project consisted of rather minor work scattered out over a large area of the County and it was dot deemed productive to attempt to inspect throughout the progress of the work. The major work in the fall of 1965 took place between the last of September and the first of November, and time was not available to visit the project.

Project sampling has been completed and laboratory test results show satisfactory conformity with the requirements and specifications.

One hundred twenty-inch, 10-gauge corrugated steel structural plate pipe at MP 8.1 on FAS 313 was measured and found to be 120 inches in diameter and well installed.

All work under the contract was completed and accepted by the State on June 3, 1966 in substantial conformance to the requirements and specifications.

Final Report is pending completion of the project records.

RECEIVED
JUN 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sherman Co. Flood Damage Repair Project	WEEK ENDING: June 11, 1966	
	SECTION PREFIX: 528-1048	
HIGHWAY: FAS 313, 665, 666 & 667	COUNTY: Sherman	
NAME OF JOB: Sherman Co. Flood damage Repair Project.	KIND OF WORK: Grading & Oiling	
CONTRACTOR: Arthur Simonsen & Co., Inc.	CONTRACT NUMBER: 6702	FEDERAL AID PROJECT NUMBER: ER-141(1)
DATE OF CONTRACT: Sept. 16, 1965	DATE WORK STARTED: Sept. 13, 1965	ESTIMATED COMPLETION DATE: June 3, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: Nov. 15, 1966	PERCENT OF TIME ELAPSED: 433
PROJECT AUTHORIZATION: $ 86,190.24	ENGINEERING AUTHORIZATION: $ 6,129.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 80,016.16	ENGINEERING COST TO DATE: $ 5,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 77,306.84		DATE PROJECT WAS COMPLETED: June 3, 1966
ESTIMATED PERCENT OVERRUN UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 93 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	31.9	31.9		15.8	
MILES PARTIALLY COMPLETED	31.9	31.9		15.8	
MILES COMPLETED	31.9	31.9		15.8	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,310 cy	3,100 cy	10,000 cy	48 ton	
TOTAL QUANTITIES CORRECTED TO DATE	6,400	3,270	9,260	45	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	6,400	3,270	9,260	45	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9486							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY			
MONDAY			
TUESDAY			
WEDNESDAY			
THURSDAY			
FRIDAY			
SATURDAY			

Routing

Morgan E
Decker
Bond B
Barbee
Litchfield
Olson

RECEIVED
JUN 13 1966
OREGON STATE HIGHWAY DIVISION

CAUSE OF DELAY

Pearn
Murdock
Tour
Wilson
Dise
DES GRIFFIN

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	# No Activity
TUESDAY	## Same
WEDNESDAY	Same
THURSDAY	Same
FRIDAY	Same
SATURDAY	

REMARKS

The Semi-Final Estimate was completed Friday and mailed to Bend Saturday.

This is the final report.

SIGNED Vernon E. Shull LOCATION The Dalles

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM B-122X 500 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

(ER)

Jas 666, 667, 713, 8665
Sherman Co

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
H. S. COX

NOTED
RICHARD UNREIN

June 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 3, 1966, on Contract No. 6702, Sherman County Flood Damage Repair Section, in Sherman County, in connection with Federal-Aid Project No. ER-1A1(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: JUN 15 1966

Conditions noted on above date:
None

NOTED
HAROLD
REYNOLDSON

A. W. Parsons
Division Engineer
By:
G. R. Brooks
District Engineer

RECEIVED
JUN 27 1966
ENGINEER
COUNTY & CITY DIVISION

cc: Mr. H. S. Cox

NOTED
R. H. PRAUGE

NOTED
DON HARWELL

ER

COST SUMMARY

F.A. Project No. ER 141 (1) County SHERMAN

FAS Route No. 313 Date 4-12-66

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
3744	County Payroll Dec. 1964 & Jan. 1965	74.73
3745	County Equipment Dec. 1964, Jan. 1965	305.73
3777	Kanthakit Loggers (Verbal Agreement) Jan. & Feb. 1965	6319.72
	Sub Total	6700.18
	Permanent Work	
3966	CFO #1 Interstate Paving Co.	2226.33
	Crushed rock from County Stockpile 318 cu yd. @ $2.00 (furnished under county forces order #1)	636.00
	Sub Total	2862.33
	TOTAL ENTIRE ROUTE	9562.51

Completion Date July, 1965

Cost Lifting Bridges
Emp. Sign. Inc. rate

ER

COST SUMMARY

F.A. Project No. _____ County SHERMAN

FAS Route No. 667 Date 4-12-66

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
3744	County Payroll, Dec. 1964	77.88
3745	County Equipment Rental Dec. 1964, Jan. 1965	315.98
3777	Kanthakit Loggers (Verbal Agreement) Jan. 1, 1965	66.00
	TOTAL	459.86
	Completion Date Jan. 15, 1965	

ER

COST SUMMARY

F.A. Project No. _____ County SHERMAN

FAS Route No. 666 Date 4-12-66

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
3744	County Payroll, Jan. & Feb., 1965	138.15
3745	County Equipment, Jan. & Feb., 1965	325.02
3742 3814	Cody Logging (Verbal Agreement) Dec., Jan., & Feb., 1964 & 1965	10,545.63
3804	Ashley Sand & Gravel (Verbal Agreement) Jan. 1965	836.47
3777	Kanthakit Loggers (Verbal Agreement) Jan. & Feb. 1965	814.93
	TOTAL	12,660.20

COMPLETION DATE February 13, 1965

ER

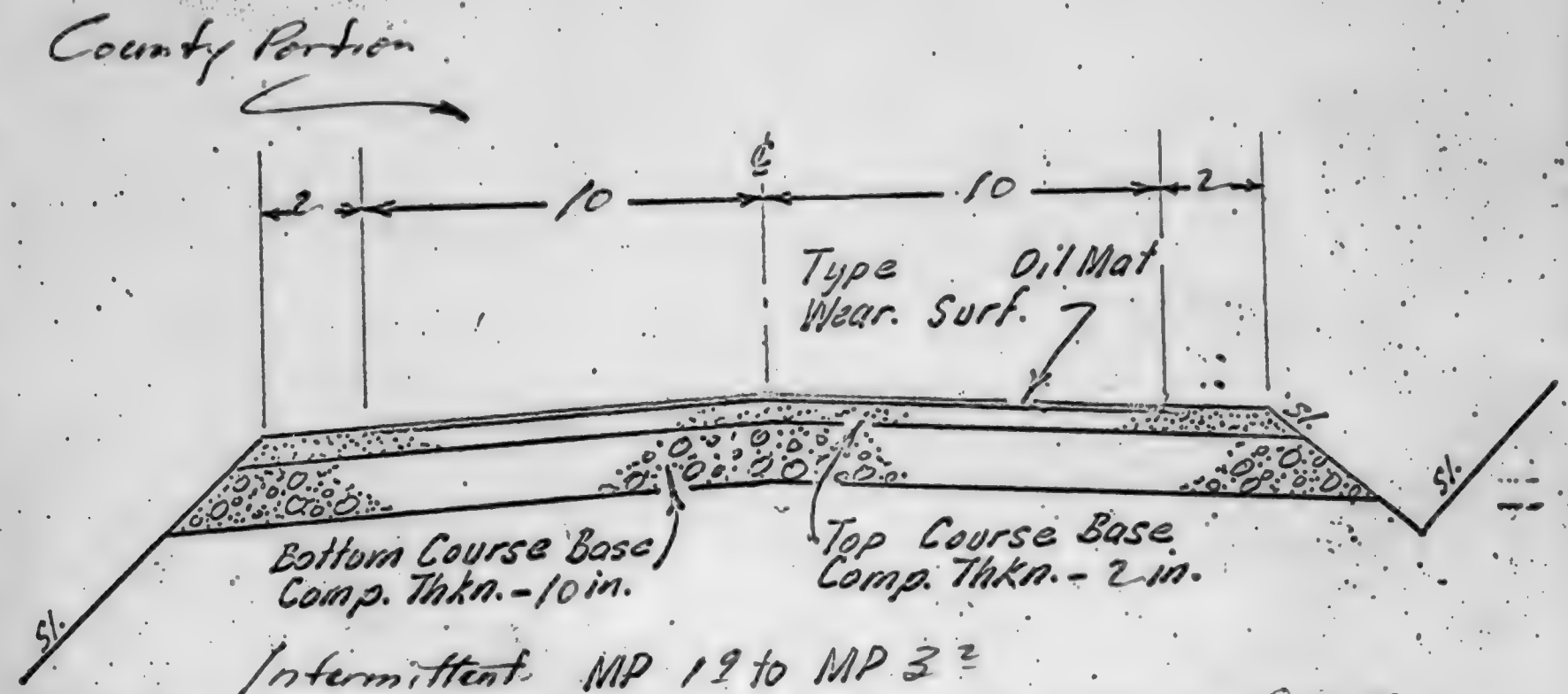
COST SUMMARY

F.A. Project No. _____ County SHERMAN

FAS Route No. 665 Date 4-12-66

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
3744	County Payroll Dec. 1964 & Jan. 1965	$ 129.99
3745	County Equipment Rental Dec. 1964 & 1965	252.22
3777	KANTHAKIT (Verbal Agreement) Jan. 1965	364.57
	TOTAL	746.78
	Completion Date Jan. 28, 1965	

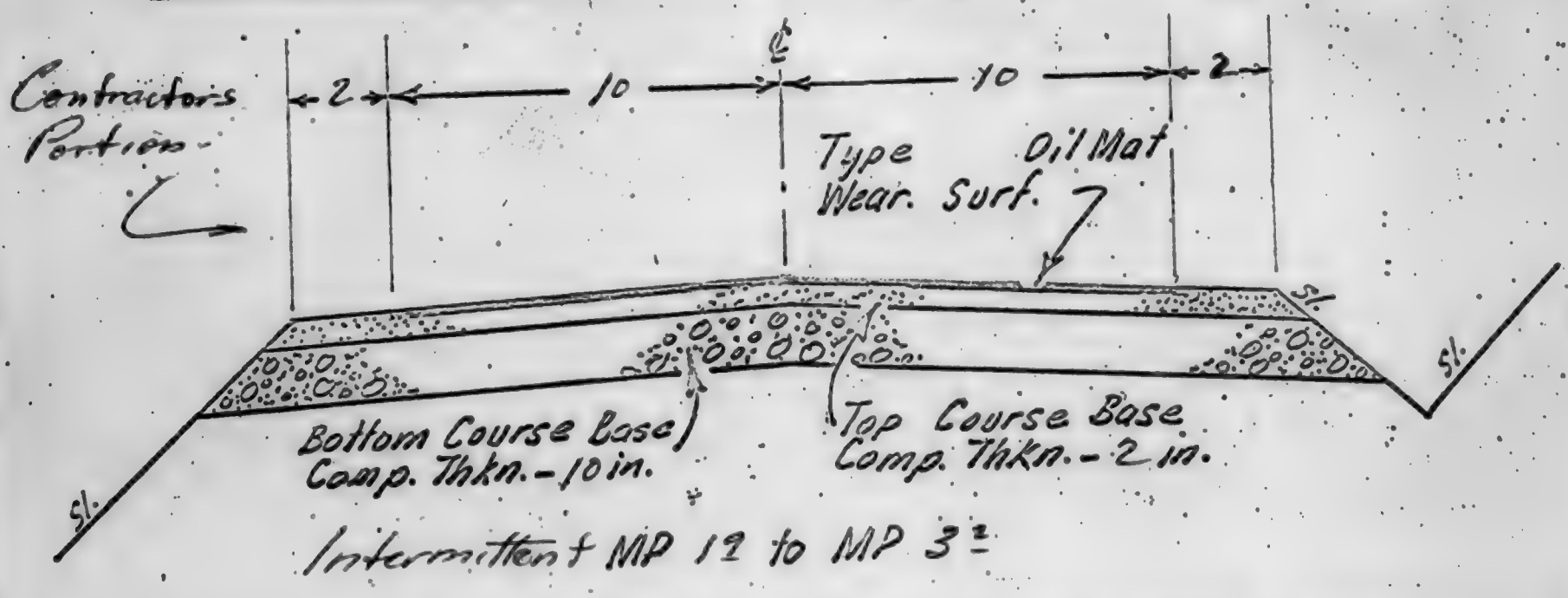
Sherman _ COUNTY
FAS _667_
ER_ _ _ _ _
TYPICAL SECTIONS



Intermittent MP 12 to MP 3 ±

Description of Work: Replace Culvert. replace fill & Surfacing

Completion Date: 1-15-66

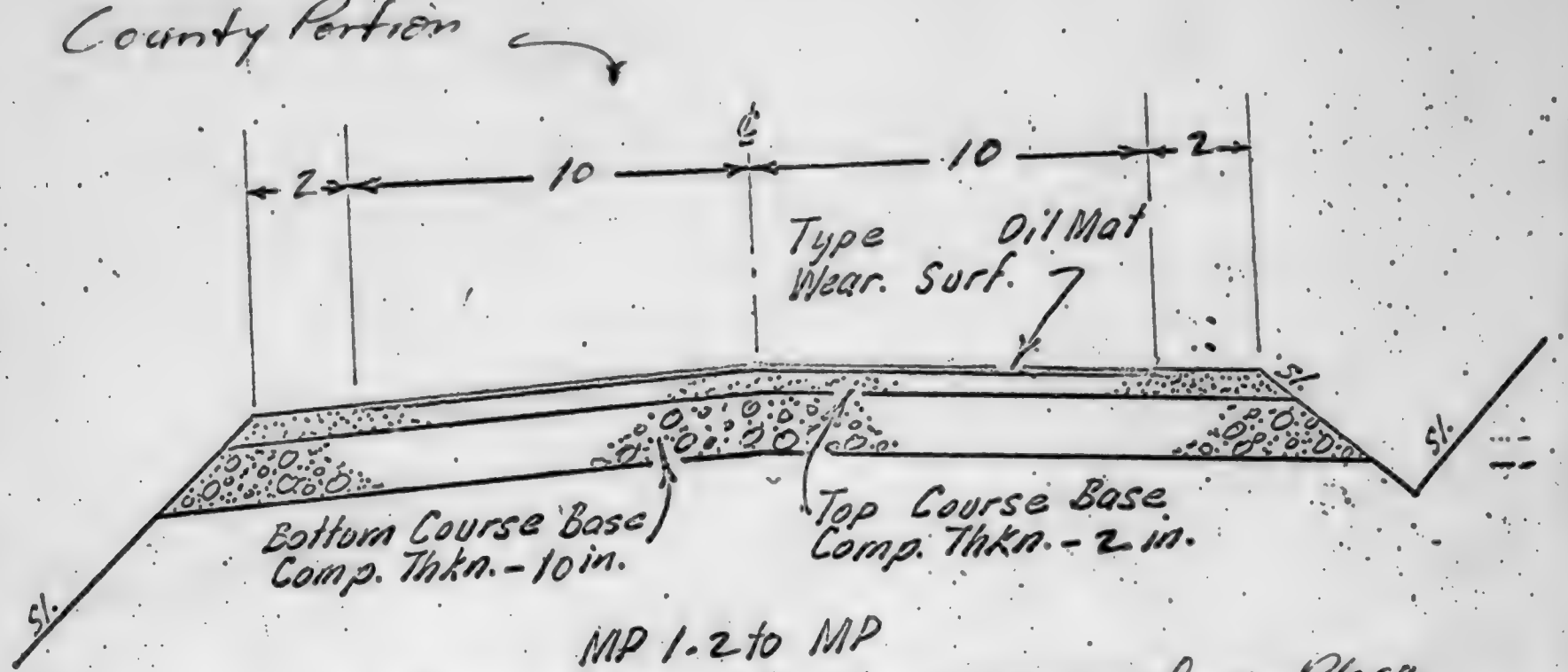


Intermittent MP 12 to MP 3 ±

Description of Work: Riprap, Shoulder replacement, repair of oil mat

Completion Date: Check with Schuil

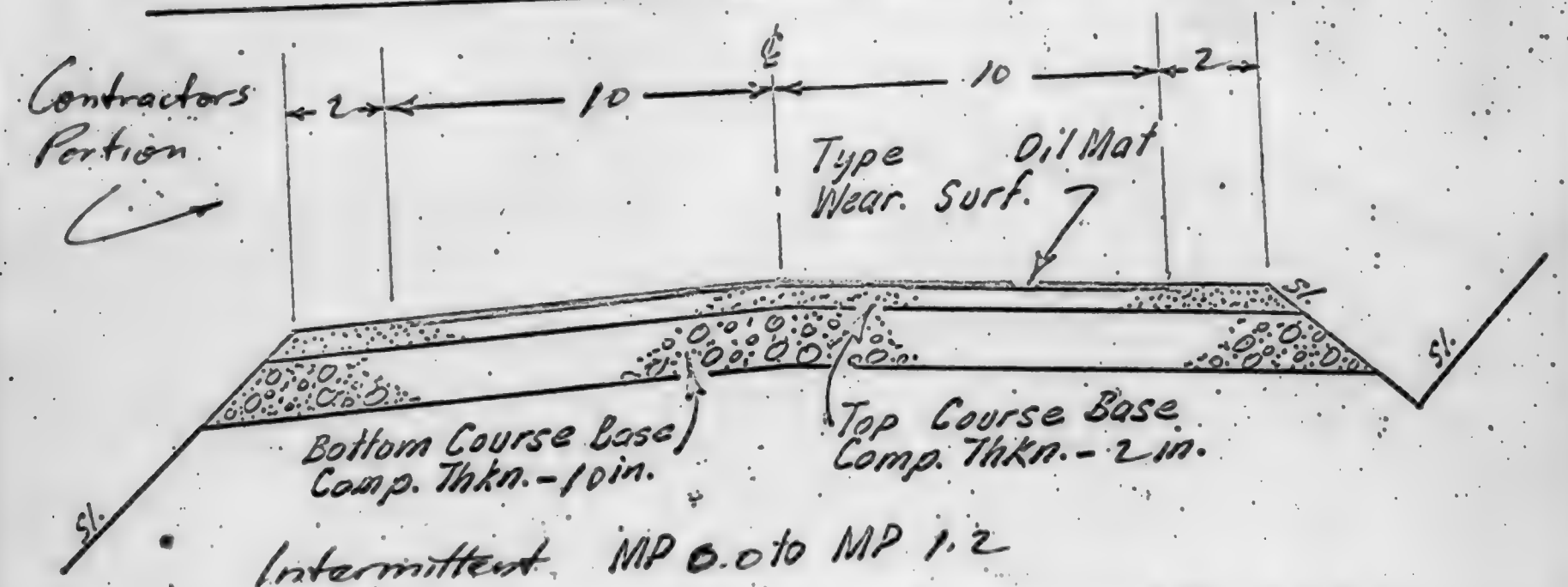
Sherman _ COUNTY
FAS 665
ER _ _ _ _ _
TYPICAL SECTIONS



MP 1.2 to MP

Description of Work: ~~Replace bridge approach~~ & Place rip-rap

Completion Date: 1-24-66

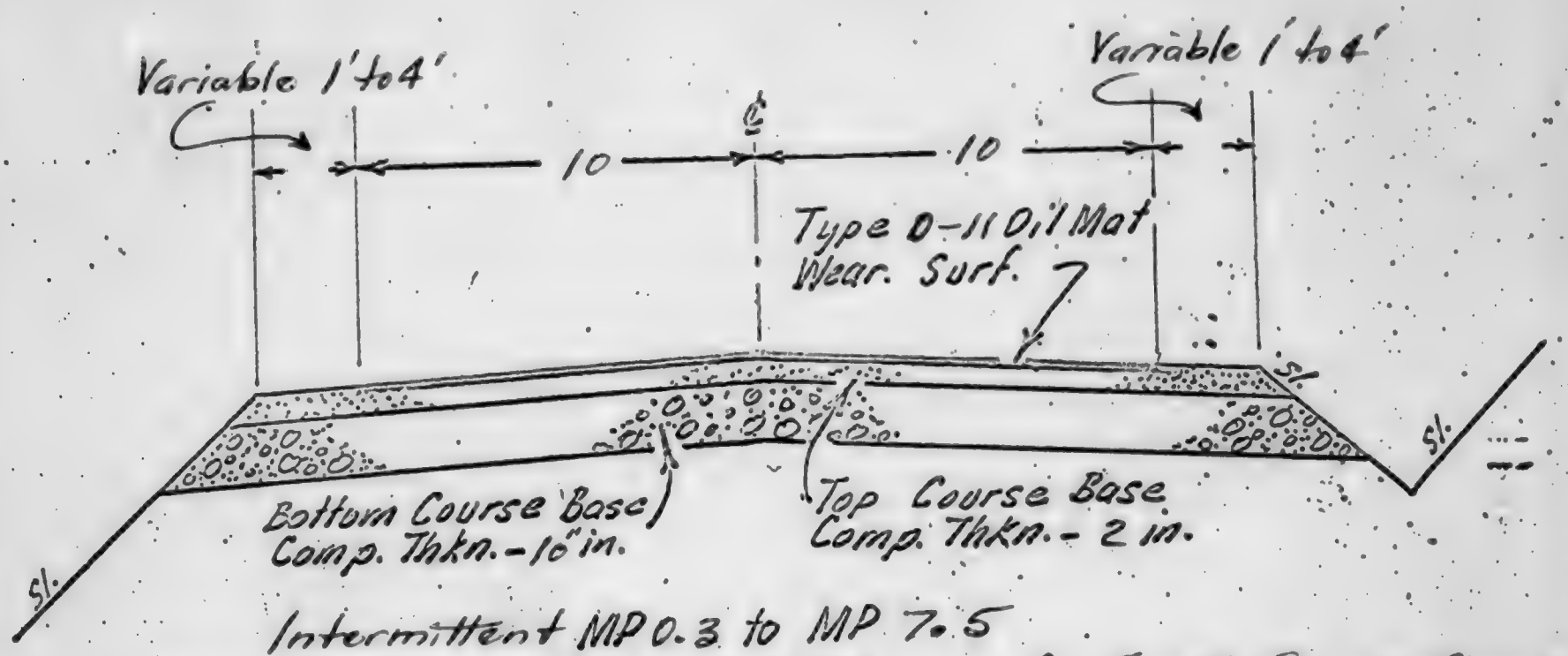


Intermittent MP 0.0 to MP 1.2

Description of Work: ~~Repair oil mat~~, New mat of bridge approach, place rip-rap. Floored box Culvert

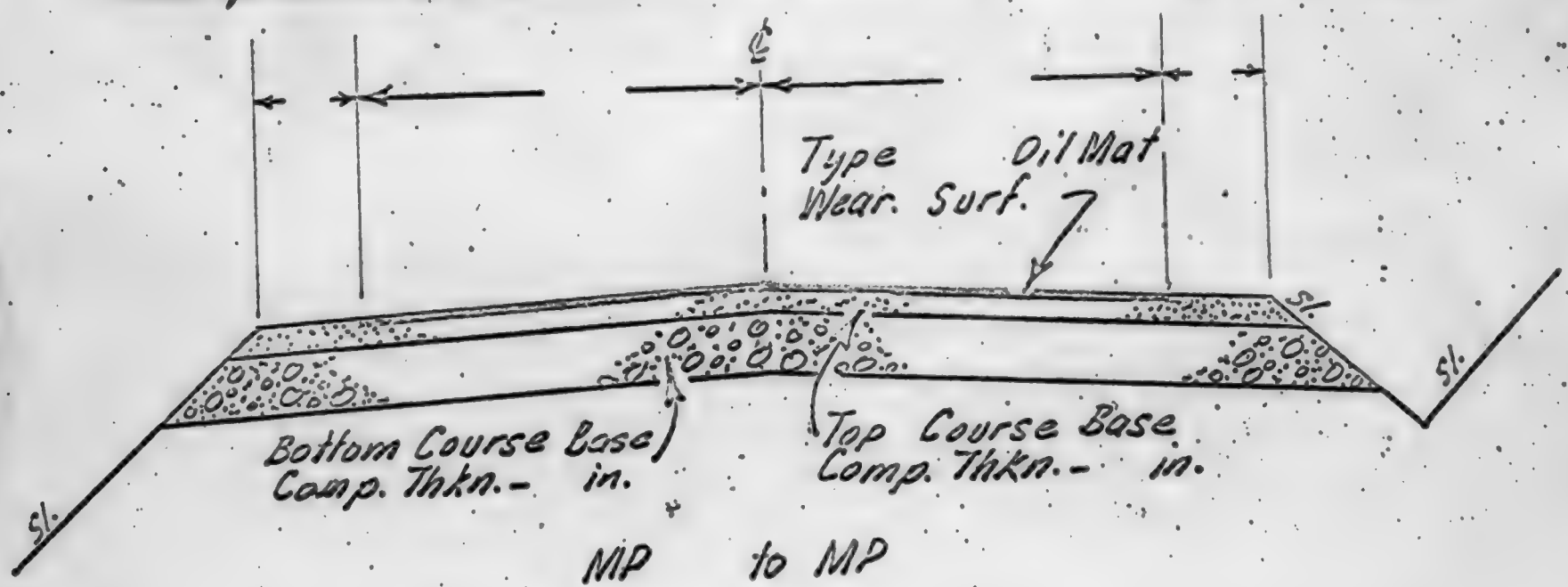
Completion Date: Check with Schroll.

Sherman COUNTY
FAS 313
ER - - - - -
TYPICAL SECTIONS



Intermittent MP 0.3 to MP 7.5

Description of Work: Channel Change for Scott Canyon Creek, Roadbed & Shoulder repair, Place binder Course. Candy wide Construct Consisted of Shld repair, Pipe installation Constr of Oil Mat & repair. Completion Date: [illegible]



MP to MP

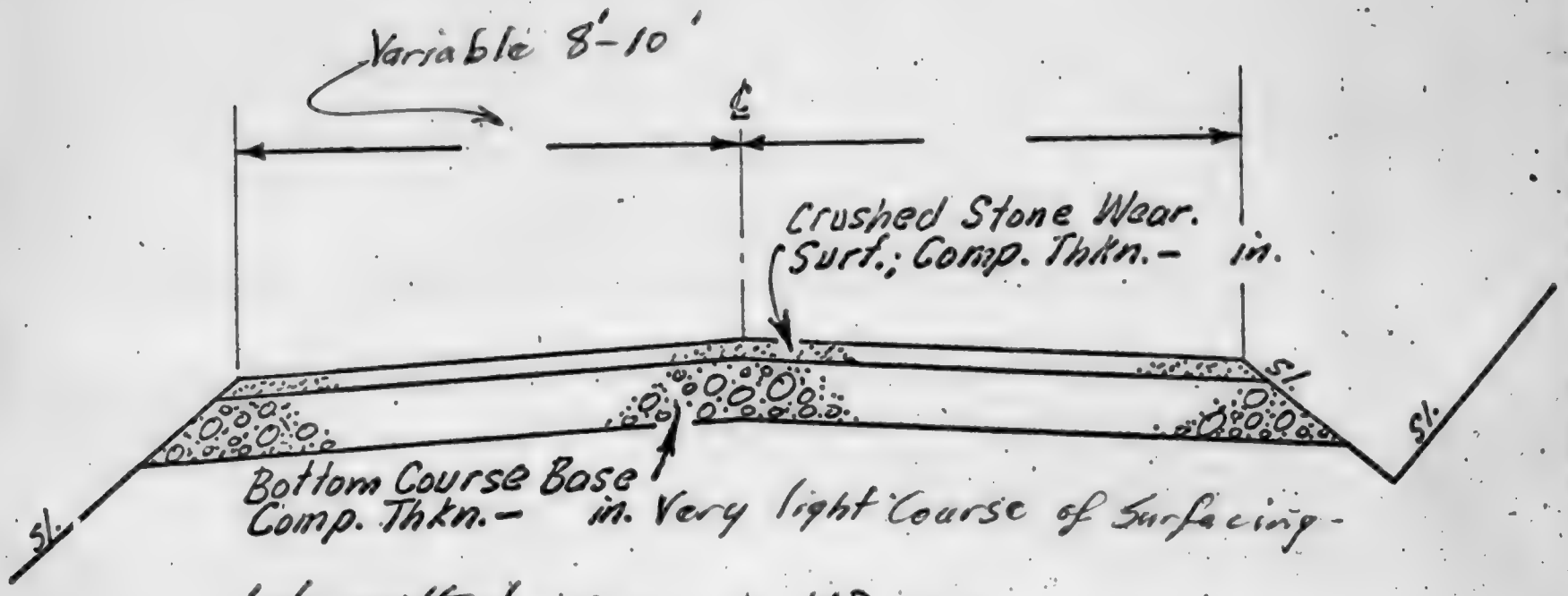
Description of Work: _____

_____

_____

Completion Date: _____

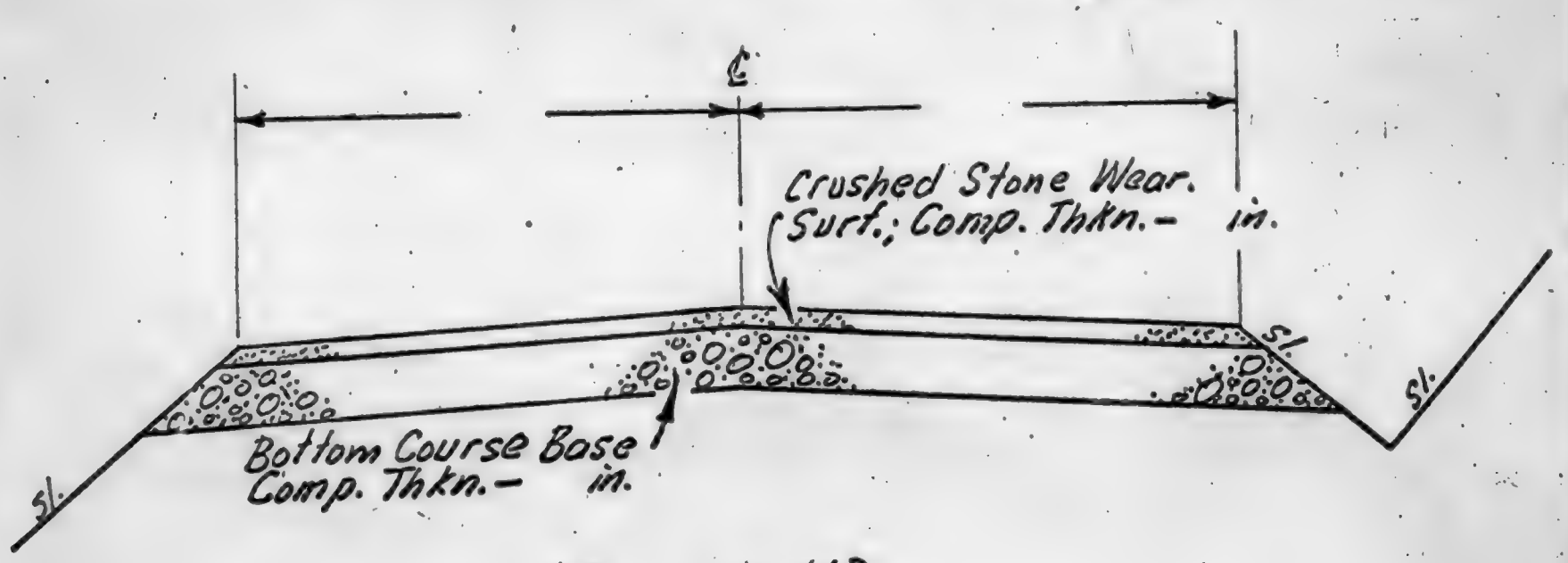
Sherman COUNTY
FAS 666
ER - - - -
TYPICAL SECTIONS



Intermittent- MP 0.0 to MP 15.6

Description of Work: This work done by County wide Contract Consisted of replacing Culverts, approach fills, & replacing of Surfacing

Completion Date: [illegible] with Work

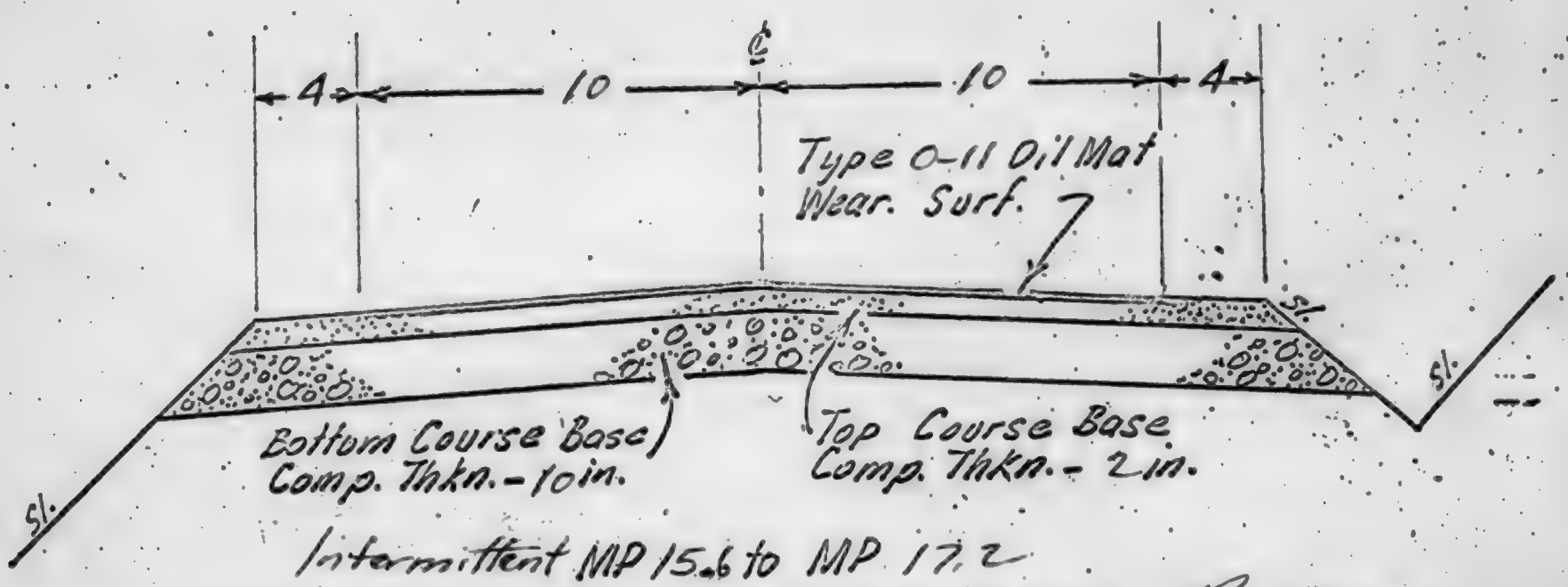


MP to MP

Description of Work: _____

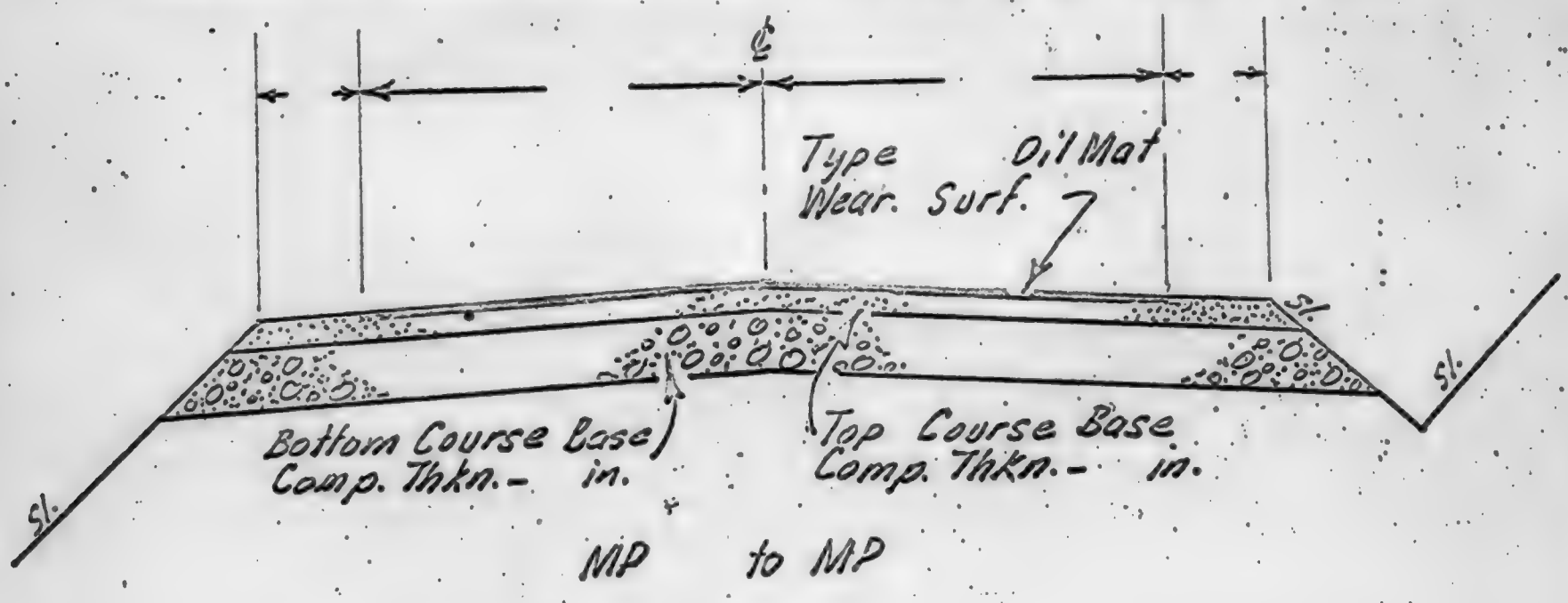
Completion Date: _____

Sherman COUNTY
FAS 666
ER - - - -
TYPICAL SECTIONS



Intermittent MP 15.6 to MP 17.2

Description of Work: Remove Silt & debris, Replace Bridge & Culvert approaches
Patching of Oil mat will be Completed Under County wide Contracts. Completion Date: Feb 13, 1965



MP to MP

Description of Work: _____

_____

_____

Completion Date: _____

SHERMAN COUNTY

OFFICE OF THE COUNTY CLERK
MORO, OREGON

Jan. 7, 1966

RECEIVED
JAN 10 1966
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
County & City Division Engineer
State Highway Department
Salem, Oregon 97310

RE: Cost Reports
Emergency Relief Projects
County FAS System
(1964 Flood Damage)

Dear Mr. Cox:

Inclosed please find the summary of our costs on E.R. projects to December 31, 1965.

FAS	#313	$ 9562.51
FAS	#665	746.78
FAS	#666	12660.20
FAS	#667	459.86

Trusting this is the correct procedure for Sherman County under this program, I am

Very truly yours,

Marie Hoskinson

(Marie Hoskinson)
County Clerk

FORM E-123X REV 9-64

RECEIVED
OCT 22 1965
RECORDS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Routing
Walker
Smith
Trout
Scott
Wilk
Lindfield
Olson

RECEIVED
OCT 0 1965
CONSTRUCTION
DIVISION

The Dalles, Oregon
Oct. 19, 1965

Temporary Suspension of Work
Sherman Co. Flood Damage Repair Project
ER-141(1) Contract No. 6702

Arthur Simonsen & Co., Inc.
3005 N. Third St.
Baker, Oregon 97814

NOTED

Gentlemen:

Reference "State of Oregon, St ndard Specifications for Highway Construction 1964" Article 310-3.1 Weather and Seasonal Linitations for Asphalt Penetration Macadam. The present weather situation being what it is I am of the opinion that no Oiling should be attempted until such time as the weather is suitable during the Spring season of 1966.

Please consider this letter an official order to suspend work on Items 6, 7, 8 & 9, at the above Contract, until notification that work should proceed. Upon notification to proceed prompt completion will be expected.

In accordance with Article 8-8, of the above mentioned Specifications, it will be necessary for you to submit "Contr ctors Request for Extension of Time to Complete Construction Contract". I am enclosing a supply of these forms and request you submit six copies which I will forward for Commission Approval.

I recommend a request be made for extension of time to May 30, 1966.

All other work other than Items 6, 7, 8, 9 and possibly part of 5 shall be completed on or before Nov. 15, 1965.

Vernon E. Shull

Vernon E. Shull
Resident Engineer

cc: Judge Vernon Miller, Sherman County Court
J. F. Putnam, Division Engineer, OSHD
F. D. Morg n, Construction Engineer, OSHD
L. H. Young, Office Engineer, OSHD

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

10-20-65
Copy sent Klabar
per Bond -
Bjm

RECEIVED
OCT 11 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-141(1)

6702

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 8, 1965

Arthur Simonsen & Co., Inc.
3005 N. Third Street
Baker, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6702, awarded September 16, 1965, for grading and oiling on the Sherman Co. Flood Damage Repair Project of FAS 313, 665, 666 and 667 in Sherman County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
SEP 28 1965
FOR FILING

Form GS-121
(11-63)
(Prog. by
A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 23, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-141(1)
Sherman County FAS Routes
Flood Damage Repair

As requested in Mr. Young's letter of September 21, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 16, 1965 in the award of contract No. 6702 to Arthur Simonsen & Co., Inc., of Baker, Oregon, low bidder in the amount of $76,313.55 at the August 31, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-28-65

NOTED
F.B. KLABOE

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 8 - 1965
ER-141(1)
67

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 4 1965
U.S. Bureau of Public Roads
Div. Dist. Engineer

Project Name Sherman Co. Flood Damage Repair Project Date Sept. 21, 1965

Highway FAS 313, 665, 666 and 667 Contract No. 6702

County Sherman Prefix ~~528~~-1040

Contractor Arthur Simonsen & Co., Inc. F. A. Project No. ER-141(1)

Address 3005 N. 3rd St., Baker, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State participation in flagging costs

Location by station numbers:

Throughout project

Estimate of quantities and cost:

Flagging, State Share (57½%) $300.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Stipulated in special provisions.
Funds provided in Project Authorization.
Work has not commenced.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 86,190.24
Present estimate of project cost, including $ 300.00 for work under this order	$ 86,190.24
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Vernon E. Shull — Resident Engineer

Approval Recommended: /s/ John A. Bond — Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, ~~Assistant State Highway Engineer or~~ Office Engineer.

State Printing

RECEIVED
SEP 21 1965
FOR FILING
141(1)
7-2

September 21, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1965 is requested in the award of contract for the Sherman County Flood Damage Repair Contract, Project No. ER-141(1).

The contractor receiving the award is Arthur Simonsen and Co., Inc. of Baker in the amount of $76,313.55 with the Contract No. 6702 assigned. This bid was received on August 31, 1965 and awarded September 16, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4.64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARser

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85681

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-16-65	CC 958	

CREDIT DISTRIBUTION

528-1048-297

NOTED
R. H. PRANGE

Sherman County
Courthouse
Moro, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Att: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the ShermanCounty Flood Damage Repair project, FAS 313, 665, 666 and 667. Covered by agreement dated April 20, 1965.			$7,400.00
			25,400.00
To be retained			12,000.00

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
RICHARD UNREIN

RECEIVED
SEP 17
ENG

NOTED
V. R. JONES

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By.....

SHERMAN COUNTY

MORO, OREGON

September 15, 1965

VERNON I. MILLER, COUNTY JUDGE

Mr. H. S. Cox
County and City Division Engineer
State Highway Department
Salem, Oregon 97310

FAS 313, 665, 666 and 667

Dear Sir:

Inclosed please find two Sherman County Road Warrants drawn in favor of Oregon State Highway Commission. Warrant #4064 in amount of $11,400.00 and Warrant #4065 in amount of $26,000.00, Flood Road Damage, for a total of $37,400.00 which is advance deposit of Sherman County for repair of various FAS routes.

Hoping the above procedure is in order, I am

NOTED
RICHARD UNREIN

Very truly yours,

Marie Hutchinson
County Clerk

Incl.

RECEIVED
SEP 16 1965
ENGINEER
COUNTY & CITY DIVISION

To Ben 9-16-65 VJ

NOTED
V R.

ER

September 8, 1965

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Sherman County Court
Courthouse
Moro, Oregon

FAS 313, 665, 666, and 667
Corrected Billing, Supersedes 9/1/65 Statement

Gentlemen:

On August 31, a satisfactory bid was received from Arthur Simonsen & Company of Baker for constructing the Sherman County Flood Repair Section of various FAS routes. As per the agreement between State and County, the following advance deposit is required from County prior to awarding a contract:

Bid Items (Minns Item #18, $26,000)	$50,313.55
Flagging	300.00
12-1/2% Engineering & Contingencies	6,326.69
Estimated Total Cost	$56,940.24

County Advance Deposit:
20% of $56,940.24 = $11,388.04 or say $11,400 + $26,000 = $37,400

Please make this advance deposit in the amount of $37,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Division Engineer

HSC:mm

NOTED
RICHARD UNREIN

ER

FAS 313
665
666
667

September 1, 1965

Sherman County Court
Courthouse
Moro, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

On August 31, a satisfactory bid was received from Arthur Simonsen & Company of Baker for constructing the Sherman County Flood Repair Section of various FAS routes. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding a contract:

Bid Items (minus item #18 26,000#)	~~$ 76,313.55~~	50 313 55
Flagging	300.00	300 00
12-1/2% Engineering & Contingencies	9,576.69	6326 69
Estimated Total Cost.....	$ 86,190.24	56,940 24

County Advance Deposit:
20% of ~~$86,190.24~~ = $17,238.05 or say $ 17,300.00#
56,940.24 = 11,388.04 " 11,400# + 26,000# = 37,400#

Please make this advance deposit in the amount of ~~$17,300~~ 37,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

Place this billing with the 10,000 C.Y. of material that will be used by Sherman County Forces? Yes.

Si.

Submit new billing See Above.

NOTED

RECEIVED
OCT 26 1965
FOR FILING
ER-141(1)

September 16, 1965

Arthur Simonsen & Co., Inc.
3005 North Third Street
Baker, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, accepted your proposal for grading, oiling and rock production on Fed Route Nos. 213, 665, 666, and 667 between Rufus and Kent in Sherman County for the sum of $76,213.55 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6704.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
SEP 27 1965
FOR FILING
ER-141(1)
6702

MISC. CONTRACTS and
AGREEMENTS No. 2886

Salem, Oregon
September 1, 1965

Finance-Construction Agreement
Flood Damage Repair Project ER-141 (1)
FAS 313, 665, 666, and 667
Sherman County

Mr. H. S. Cox
County & City Engineer
BUILDING

Attention: Mr. D. N. Harwell
Office Engineer
County & City Division

Attached is a conformed copy of an agreement between Sherman County and the State Highway Commission covering the above-named subject.

A fully executed copy of the agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Courthouse in Sherman County.

Secretary

bb
Attach: 1

RECEIVED
AUG 12 1965
FOR FILING

Form DO-121 (1-28-63)
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-141(1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 9, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-141(1)
Sherman County FAS Routes
Grading and Oiling

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved concurrently with Mr. Young's July 28, 1965 program change increasing the length which was originally incorrectly reported. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 28 and August 5, 1965 reports.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Young w/a/encl.
BY ASST. STATE HWY. ENGR.
copies to Oakes
Litchfield
8-12-65

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Attn: H.S. Cox
County-City Div.

477 Cottage Street NE.
Salem, Oregon 97301

July 13, 1965

Original signed by
G. R. Brooks
Dist. Engineer

08-35.4-BA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

A. H. Parsons, Division Engineer
Salem, Oregon

By:
G. R. Brooks
District Engineer

Oregon Project ER-141(1)
Scott Canyon Road, Rufus Section
Sherman County, FAS 313
County Force Order No. 1

NOTED
R. H. PRANGE

RECEIVED
JUL 16 1965
ENGINEER
COUNTY & CITY DIVISION

F.S. & E. documents, as represented by the subject County Force Order used to accommodate your operating procedures, and attachments thereto were reviewed and approved on June 11, 1965. You were authorized to have Sherman County solicit additional bids for the work.

This memorandum serves to ratify in writing our previous tentative approval action as requested by Mr. Young's July 8, 1965 letter. A signed copy of the approved order is returned herewith.

Use of County furnished aggregate is considered to be in the public interest due to the small quantity involved. Unit cost eligible for Federal participation will be limited to: (1) the unit cost of the material to the County, or (2) the fair and reasonable value of the material, whichever is least.

In addition, we are formally documenting our June 16, 1965 tentative oral concurrence in award of contract to Interstate Paving Company, of The Dalles, Oregon, low bidder in the amount of $2,226.33 of the three bids solicited, as requested by Mr. Jones' June 16, 1965 letter.

8/10/65 Letting
Item 29

July 1, 1965
(date)

Sherman County Court
Courthouse
Moro, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 666, 667, 313, and 665

Section Sherman County Roads: ER Project Restoration

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
JUL 9 1965
ENGINEER
COUNTY & CITY DIVISION

July 7, 1965
(date)

By Vernon D. Miller

By L. E. Kaseberg
Commissioner

By Luther W. Davis
Commissioner

cc: LH Young

NOTED
DON HARWELL
Jul 3 13

REPORT OF INSPECTION

This is the Initial & Final report on this project.

Route No.: F.A.S. No. 313 F. A. Project No.:

County: Sherman Order for Force Work No.: Negotiated Contract

Date Inspected: June 29, 1965

Inspected by: Richard S. Hawkins, Res. Eng'r. & Allison A. Craft, Inspector

In Company With:

Description of Work to be Done: Place a double binder on a portion of Scott Canyon Road in the city of Rufus, Sta. 0.00 to Sta. 16+00.

Work Performed by: Interstate Paving, The Dalles, Oregon

Quality of Work: Good

Remarks: Sherman County negotiated a contract to place a double binder on the portion of Scott Canyon Road through Rufus to facilitate the movement of traffic, which will include a large number of wheat trucks prior to a Repairing & Surfacing Contract that will be let at a later date.

An MC-3000 Asphalt was used and covered with 1" - 0 crushed materials from a County source.

All phases of the work viewed were done in a satisfactory manner.

All work has been completed.

RSH:ero

cc: Lloyd Goosen, County Road Master
F. D. Keegan, Construction Engineer
J. F. Putnam, Division Engineer
Willis Craft, B.P.R. Area Engineer
H. B. Cox, City & County Engineer ✓

RECEIVED
JUL 7 1965
ENGINEER
COUNTY & CITY DIVISION

ER

June 16, 1965

NOTED
H. S. COX

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Re: Oregon Project ER-141
Scott Canyon Road, Rufus Section
Sherman County, FAS 313

Dear Sir:

The above section which is 0.32 mile in length requires some additional base material and the replacement of the oil mat wearing surface. The County accepted bids for this work from three contractors as follows:

J. C. Compton Company	$2,405.00
B & D Paving Company	$4,425.00
Interstate Paving Company	$2,226.33

The County requests your approval of the awarding of the contract to the Interstate Paving Company, the low bidder.

Copies of the Interstate bids and of their sworn statement regarding noncollusion are attached.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
R. H. PRANGE

By

V. R. Jones
Planning Engineer

VRJ:mm
Att.

NOTED
V. R. JONES

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 1

F. A. Project No. ER-141, Item 72 Date June 11, , 1965

Highway FAS 313, Rufus-Wasco

County Sherman Prefix Account No.

Description of Work To Be Done:

Double binder oil surface, City of Rufus:

Haul and place leveling course
Preparation of base
Oil mat wearing surface

Estimate of Quantities and Costs:

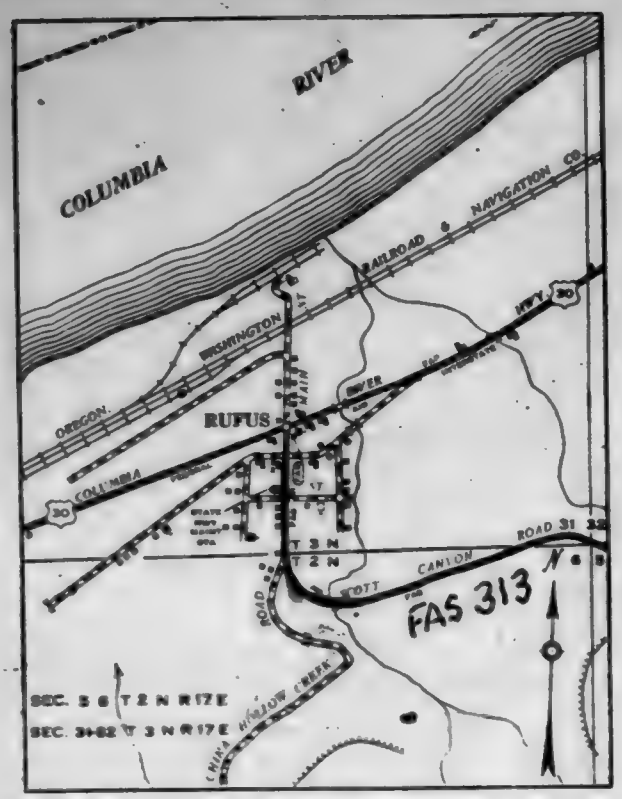
Crushed materials, furnished from County stock piles.....		$ 630.00
Leveling course and double binder oil surface by solicited contract.....		2,266.33
	Total	$2,896.33

Explanation:

The oil mat wearing surface on this section was severely damaged and it will be necessary to restore it under a contract to be let and supervised by the State Highway Department. However, in the immediate future the road will be subjected to extremely heavy grain hauling traffic before the restoration contract can be prepared for letting. It is imperative to protect the existing base surface with a double binder oiled surface as soon as possible. The County does not have the equipment for oiling and it will be necessary to contract this work. The County will provide the crushed materials required for the present contract. The oil mat wearing surface to be placed under the State contract will be modified to compensate for the binder course placed under this contract. The attached letter shows the bid items and estimated costs of the proposed contract to be let by the County.

Submitted by: Vernon D. Miller
County Judge

Approved:



RUFUS

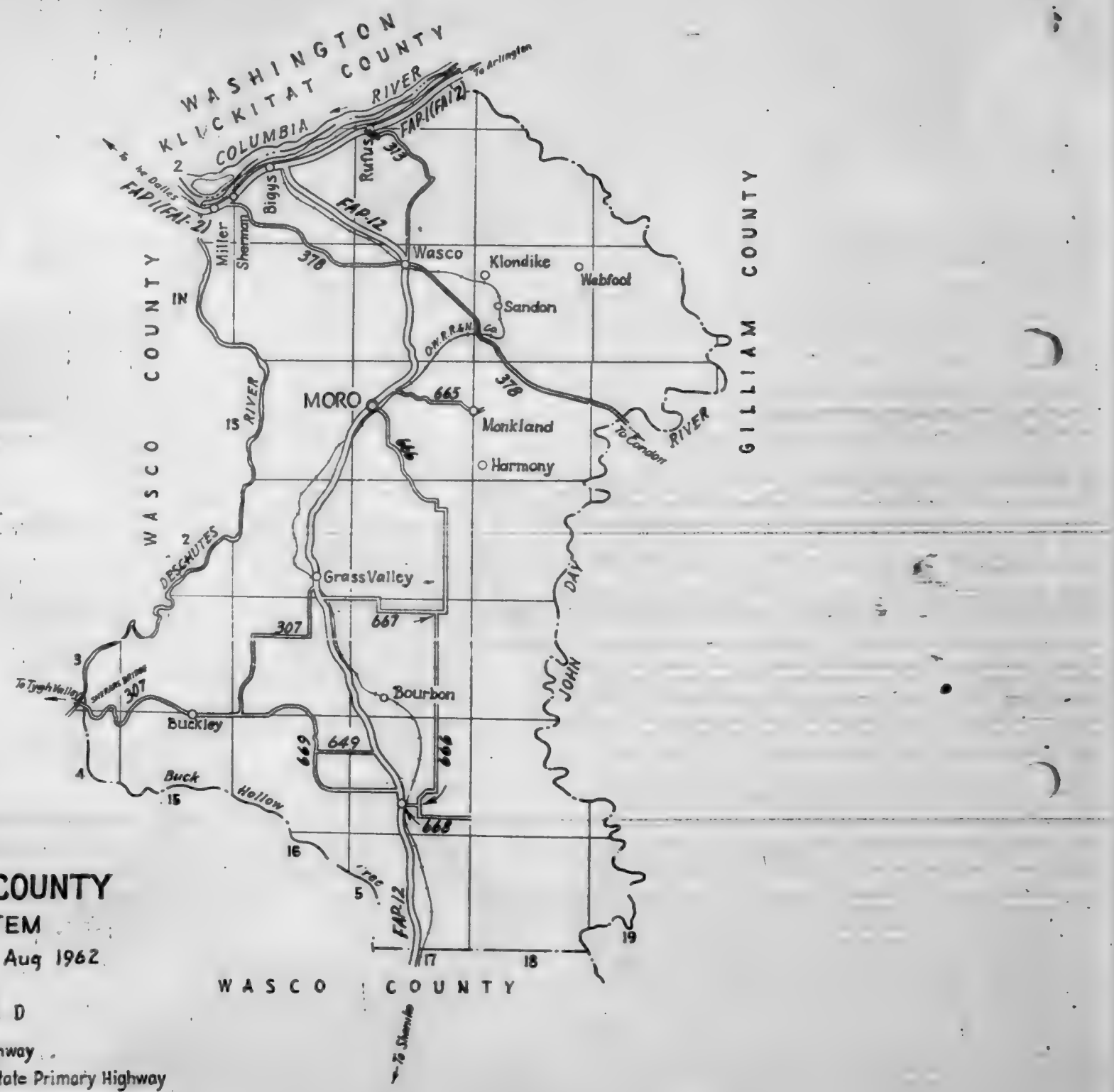
SHERMAN COUNTY · OREGON

SCALE 1957

ROADSIDE CULTURE AS OF 1957

(2)

E.R. PROJECT
FAS-313



SHERMAN COUNTY

FAS SYSTEM

Scale 0 2 4 Mi Aug 1962

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

Interstate PAVING COMPANY
.... DRIVEWAY BLACKTOPPING & PARKING LOTS
PHONE CYpress 6-9511
POST OFFICE BOX 92
THE DALLES, OREGON

June 10, 1965

County Clerk
Sherman County
Moro, Oregon

QUOTATION: 1680 l.f. X 20 ft. Scott Canyon Road
at Highway 30 ir Rufus, Oregon

SPECIFICATIONS:

Prepare base by water, blading and rolling, prior to placing approximately 248 cu. yd. County furnished 3/4 minus leveling course - - - - - - - - - - - - - - - $ 940.00

Apply double bituminous mat consisting of:

#1 5/10 gal/sq. yd. of MC-800, and .009 cu. yd./ sq. yd. coverstone (3/4 minus, county furnished)

#2 4/10 gal/sq. yd. of MC-800, and .009 cu. yd./ sq. yd. coverstone (3/4 minus, County furnished) - - - 1,286.33

Total $2,226.33

Very truly yours,

INTERSTATE PAVING COMPANY

Howard Stinson

Howard Stinson
President

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

THIS SWORN STATEMENT FORM MAY BE DETACHED FOR CONVENIENCE IN EXECUTION, IF DESIRED. TEAR ON THIS LINE

OREGON STATE HIGHWAY COMMISSION

Sworn Statement

I, Howard Stinson, acting for or in behalf of INTERSTATE PAVING COMPANY
(Name of bidder)

the Corporation by
(Individual, partnership, association or corporation)

whom the accompanying proposal for Placing and Crushing Surface on US 395 in the City of Mt. Vernon MP 0.00 to MP 0.34
(Describe the work to which the proposal and this statement apply)

using aggregates furnished by Stanislaus County

is being submitted to the Oregon State Highway Commission for consideration on ....., being first duly sworn, do depose and say: That I have knowledge of said accompanying proposal and do hereby certify that the said

INTERSTATE PAVING COMPANY
(Name of bidder)

has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with said work or project.

Signature Howard Stinson

Sworn to before me this 10th day of June, 1965.

(Notary Public)

My commission expires NOTARY PUBLIC FOR OREGON
My Commission Expires April 17, 1967

INSTRUCTIONS

A sworn statement in the above form is required in connection with each proposal for work on the following classes of projects:

Federal-aid Primary Project
Federal-aid Interstate Project
Federal-aid Urban Project
Federal-aid Bond Project

A bidder whose proposal is not accompanied by such sworn statement is not eligible to receive the award of contract.

Interstate PAVING COMPANY
. . . . DRIV. WAY BLACKTOPPING & PARKING LOTS
PHONE CYpress 6-9511
POST OFFICE BOX 92
THE DALLES, OREGON

June 10, 1965

County Clerk
Sherman County
Moro, Oregon

QUOTATION: 1680 l.f. X 20 ft. Scott Canyon Road
at Highway 30 in Rufus, Oregon

SPECIFICATIONS:

Prepare base by water, blading and rolling, prior to placing approximately 248 cu. yd. County furnished 3/4 minus leveling course - - - - - - - - - - - - - - - $ 940.00

Apply double bituminous mat consisting of:

#1 5/10 gal/sq. yd. of MC-800, and .009 cu. yd./ sq. yd. coverstone (3/4 minus, county furnished)

#2 4/10 gal/sq. yd. of MC-800, and .009 cu. yd./ sq. yd. coverstone (3/4 minus, County furnished) -- 1,286.33

Total $2,226.33

Very truly yours,

INTERSTATE PAVING COMPANY

Howard Stinson

Howard Stinson
President

RECEIVED
JUN 11 1965
ENGINEER
COUNTY & CITY DIVISION

THIS SWORN STATEMENT FORM MAY BE DETACHED FOR CONVENIENCE IN EXECUTION, IF DESIRED. TEAR ON THIS LINE.

OREGON STATE HIGHWAY COMMISSION

Sworn Statement

I, Howard Stinson, acting for or in behalf of INTERSTATE PAVING COMPANY
(Name of bidder)

the Corporation
(Individual, partnership, association or corporation)

by whom the accompanying proposal for placing an oil mat surfacing course on U.S. 395 via the City of Lakeview, MP 6.0 to MP 0.34
(Describe the work to which the proposal and this statement apply)

using aggregates furnished by Lakeview County

is being submitted to the Oregon State Highway Commission for consideration on ....., being first duly sworn, do depose and say: That I have knowledge of said accompanying proposal and do hereby certify that the said

INTERSTATE PAVING COMPANY
(Name of bidder)

has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of free competitive bidding in connection with said work or project.

Signature Howard Stinson

Sworn to before me this 10th day of June, 19 65.

(Notary Public)

My commission expires NOTARY PUBLIC FOR OREGON
My Commission Expires April 17, 1967

INSTRUCTIONS

A sworn statement in the above form is required in connection with each proposal for work on the following classes of projects:

Federal-aid Primary Project
Federal-aid Interstate Project
Federal-aid Urban Project
Federal-aid Bond Project

A bidder whose proposal is not accompanied by such sworn statement is not eligible to receive the award of contract.

E. R.
Sherman Co

NOTED
H. S. COX

Salem, Oregon
April 30, 1965

NOTED
R. H. PRANGE

B. Arensmeier

Mr. J. F. Putnam, Division Engineer
Oregon State Highway Department
P. O. Box 1284
Bend, Oregon

Sherman County has determined that county forces are inadequate for flood damage reconstruction and is therefore requesting an FAS-ER project on all remaining work to be done.

This letter is explanation of an investigation conducted by myself 4/27/65 and also a means of providing data and information for working up a contract.

FAS 311, Rufus-Wasco County Road (Scott Canyon)

M.P. 0.00 to 0.32	Complete oil mat needed. Also level course. Check for additional pipe in this section. (Repair of this section is urgent.)
M.P. 0.72	100' level course and oil.
M.P. 1.12	50' level course and oil.
M.P. 3.18	Extend pipe. 100' level course and oil.
M.P. 3.70 to 4.90	Place riprap (quarry run rock) in side ditch and repair shoulders.
M.P. 8.10	New pipe needed (see enclosed letter).

$25,400 has been programmed on this route. An additional $7,300 will be programmed. $6,700 has been spent, leaving $26,000 to complete reconstruction.

Work items on this route might will be: Shoulder repair, base rock (quarry run), level course base (3/4"-0"), oil mat (&/or patching), culvert extension, and culvert (CMP or multiplate).

FAS 665, Moukland Road

M.P. 0.03	Bridge repair. Center pier on this structure has settled. (I will ask Richette to look this over.)
M.P. 1.20	Approaches to Grass Valley Canyon Creek Bridge washed out twice. County replaced same but additional riprap work needs to be done, shoulder repair, and oil mat work. Quarry run rock is close by. I believe proper placing of additional riprap will eliminate the need for a proposed channel change.

$3,800 has been programmed. $3,000 additional will be programmed. $800 has been spent, leaving $6,000 to complete this route.

FAS 666, Lone Rock-Kent Road

M.P. 11.4 Install additional 36" C.M.P. Channel overflows this short section of road frequently due to inadequate pipe size.

M.P. 12.60 to 12.90 A portion of this section overflows, present wooden box has been undermined and sunk, so needs replacing with at least 72" C.M.P. This means grade must be raised. Material for grade change will come from roadway to the north where roadway will be lowered. This material is rock. Further north on this route, shoulder repair needs to be done as well as oil mat patching.

$15,000 has been programmed. $19,200 additional will be programmed. $12,700 has been spent, leaving $21,500 to complete reconstruction on this route.

FAS 667, Rutledge County Road

M.P. 1.9 Approximately 100' of level course and oil mat to be replaced. Some debris cleanup.

M.P. 2.5 Approximately 300' in length, needs quarry run rock to repair shoulders. Also 3/4"-0" top base course.

M.P. 3.2 Approximately 600' in length, needs additional riprap, top base course, and widening of oil mat.

$1,700 has been programmed. $2,500 additional will be programmed. $500 has been spent, leaving $3,700 to complete reconstruction on this route.

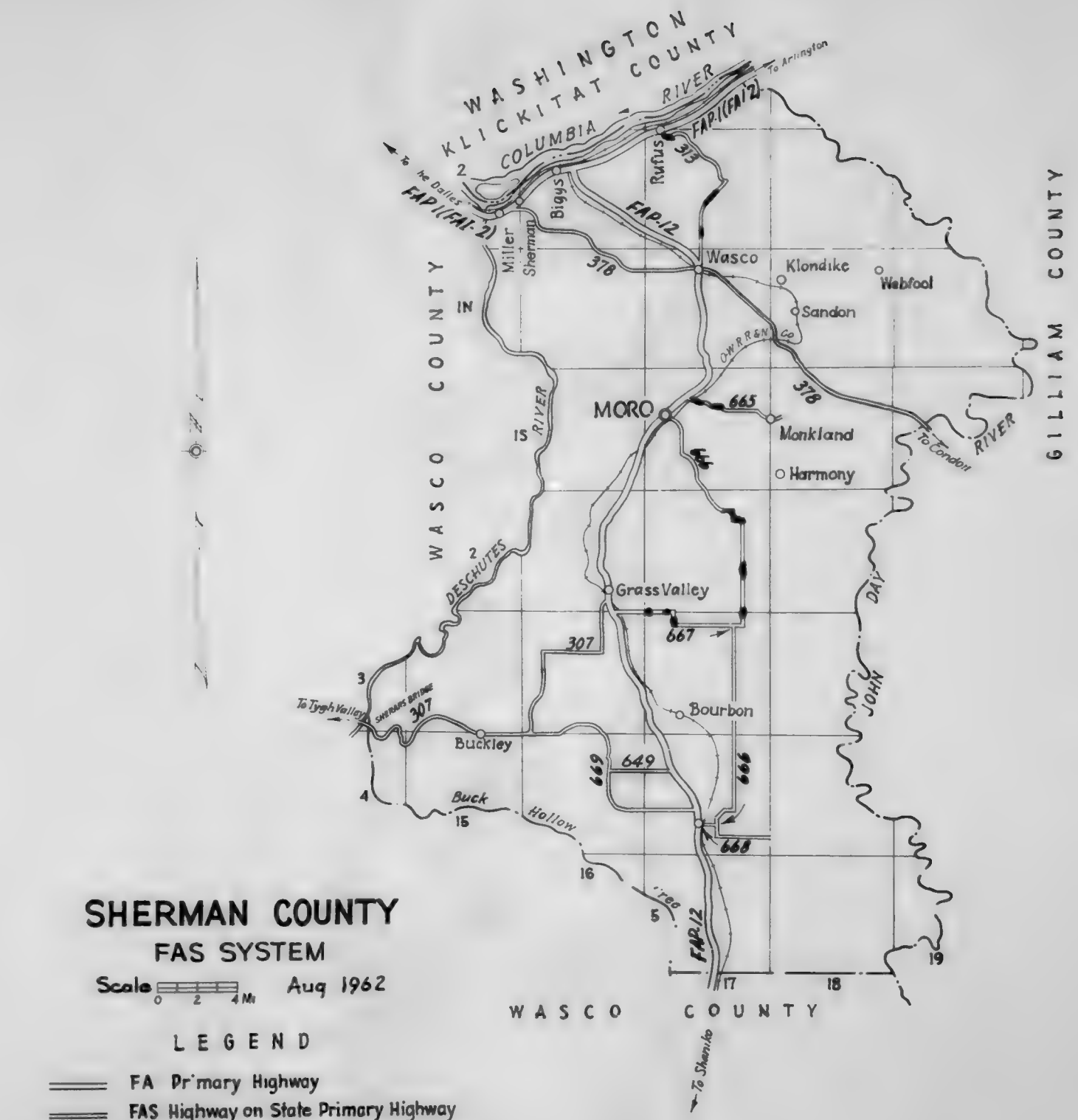
From the foregoing, it appears that a total of $57,200 is available for this contract. Overruns on individual routes are of no consequence as the total available money is the final criteria. All available information that we have is being enclosed for use by your estimating engineer. It is hoped that this contract may be on the June 29 letting. The most critical area is that short stretch of unpaved road in the city of Rufus.

If this office can be of further assistance to you, please feel free to make your wants known.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm
Encl. (Re Sherman County)
cc: F. D. Morgan, J. E. Morelock, Ivan Merchant, & F. W. Yarorough



SHERMAN COUNTY

FAS SYSTEM

Scale 0 2 4 Mi Aug 1962

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

NOTED
[illegible]

SHERMAN COUNTY

MORO, OREGON

May 3, 1905

VERNON I. MILLER, COUNTY JUDGE
[redacted]
L. E. KASEBERG, COUNTY COMMISSIONER

Luther W. Davis,
CountyCommissioner

H. S. COX

Oregon State Highway Commission
Salem, Oregon

Attn: Mr. H. S. Cox
County City Public Relations

Dear Sir:

We would like to have the State Highway Department let a contract for the repair of all flood damage to our county F.A.S. roads, as a result of the December 22, 1904 and the January 27, 1905 storms.

Sincerely,

Sherman County Court

By

County Judge Vernon I. Miller

County Commissioner L. E. Kaseberg

County Commissioner Luther W. Davis

RECEIVED
MAY 4 - 1905
ENGINEER
COUNTY & CITY DIVISION

MP 12.67 FAS 666
Box to be replaced with
72" C.M.P.

4-27-65
FAS 313
MP 8.10 New Culvert
Needed.

ER-141(1)
Wash. Off.
Mo. Trans. No. NP-4-2-05

Mr. Torrest Cooper
State Highway Engineer
Salem, Oregon

A. W. Parsons, Division Engineer
Salem, Oregon

April 14, 1965

Original signed by
T. Dec
Eng. Coordinator

66-33.3-EC

By T. Dec, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as shown below:

Item	Project	Location	Approval Date
67	ER-137(1)	FAS Routes, Crook County	April 6, 1965
68	ER-138(1)	Wasco to Kingsley	" "
69	ER-139(1)	Serv.Cr.-John Day River Sec.	" "
70	ER-140(1)	Wasler-Jct The Dalles-Calif. Hwy.	(deferred)
71	ER-140(2)	Shaniko to Wheeler Co. Line	(not approved)
72	ER-141(1)	FAS Routes, Sherman County	April 6, 1965
73	ER-103(4)	Butte Falls-Prospect	" "
74	ER-103(5)	Jackson Creek Sec.	" "
75	ER-103(6)	Table Rock Rd.-Bybee Bridge	" "
76	ER-142(1)	FAS Routes, Linn County	" "
77	ER-143(1)	FAS Routes, Polk County	" "
78	ER-144(1)	The Dalles-Deschutes Co. Line	" "
79	ER-145(1)	Tygh Valley-Grass Valley	" "
80	ER-146(1)	Tucker Bridge-Trout Creek Sec.	(deferred)
81	ER-96(3)	Vienna to Deschutes River	April 6, 1965
82	ER-96(4)	Sandy River Bridge Sec.	" "
83	ER-147(1)	FAS Routes, Columbia County	(not approved)
84	ER-148(1)	Albany-Lyons	April 6, 1965
85	ER-149(1)	Elkhead Rd.-Weaver Sec.	" "
86	ER-150(1)	Harper-Westfall Co. Rd.	" "
87	ER-151(1)	Grand Island Co. Rd.	" "
88	RRPO-140(2)	Sweet Home-McKenzie Hwy.	" "
89	RRPO-139(2)	Tiller-Drew Section	" "
90	ER-103(7)	Shady Cove Bridge Sec.	" "
91	ER-109(2)	Sucker Creek Bridges	" "
92	ER-109(3)	Reuben Creek Section	" "
93	ER-109(4)	Bridgeview-Takilma Rd.	" "

These projects shall be governed by PPM 23-1.

Item 71, ER-140(2) Shaniko to Wheeler County Line and Item 83, ER-147(1) FAS Routes, Columbia County were disapproved because the work appears

orig to Young 4-16-65

as heavy maintenance as defined under paragraph 5(b) PPM 23-1, rather than eligible emergency funds repairs.

Item 70, ER-140(1) Mosier-Jct. The Dalles-California Hwy. and Item 80, ER-140(1) Tucker Bridge-Trout Creek Section have been deferred, pending modification of the PR-1 forms. Our field review on Item 70 indicated the westerly 7 miles appears as heavy maintenance and hence not eligible. It is suggested you resubmit the PR-1 form showing a reduction in the project length of 7 miles and the corresponding changes in project terminal and possibly a reduction in the total estimated cost. On Item 80 the work in the vicinity of M.P. 13 was considered heavy maintenance and should be deleted in the same manner as for Item 70. We will resubmit these PR-1's to Washington upon receipt from you.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Preliminary Engineering is hereby authorized for Items 68, 73, 75, 78, 91 and 93.

Our field review of these projects is not complete and the additional determinations of eligibility of the remaining work will be made prior to our P.S. & E. authorization in accordance with paragraph 10(e) of PPM 23-1.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$717,500	$385,315	$3,099,660	$239,290
This action	0	84,515	0	13,150
New balance	$717,500	$390,030	$3,099,660 *	$252,440
Totals:	$1,107,530		$3,352,140	

* Includes $1,633,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $1,953,300.

FORM E-30 50M 7-64 SP*6229-734

RECEIVED

NOTED
R. M. ALLISON

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1965

E.R. FAS-3(3)

SUBJECT:

NOTED
P. B. Arensmeier

To: Mr. H. S. Cox
County/City Engineer
O F F I C E

Attention Mr. Arensmeier

Attached is a portion of a map of Sherman County, Mr. Arensmeier sent me and requested that I look at the damaged culvert at M.P. 1.61 miles north of Wasco on the Wasco-Rufus Highway. I was able to examine this culvert last week and found that it was of concrete of the same type structure that the County had built in some years past and did not have a paved floor in it. Its waterway area equalled about 72 square feet, being 12' wide at right angles of the center line of the stream and not over 6' high. At the present time since the footings are undermined the full length of the culvert and settled the culvert has been damaged to the extent that it would be more expensive to try to underpin these footings and put the culvert back into its original shape than to replace it. It is also too short in length for the 4' fill over the top of the culvert.

Mr. Gosson, the County Roadmaster, informed me that it would be necessary to place this culvert under traffic.

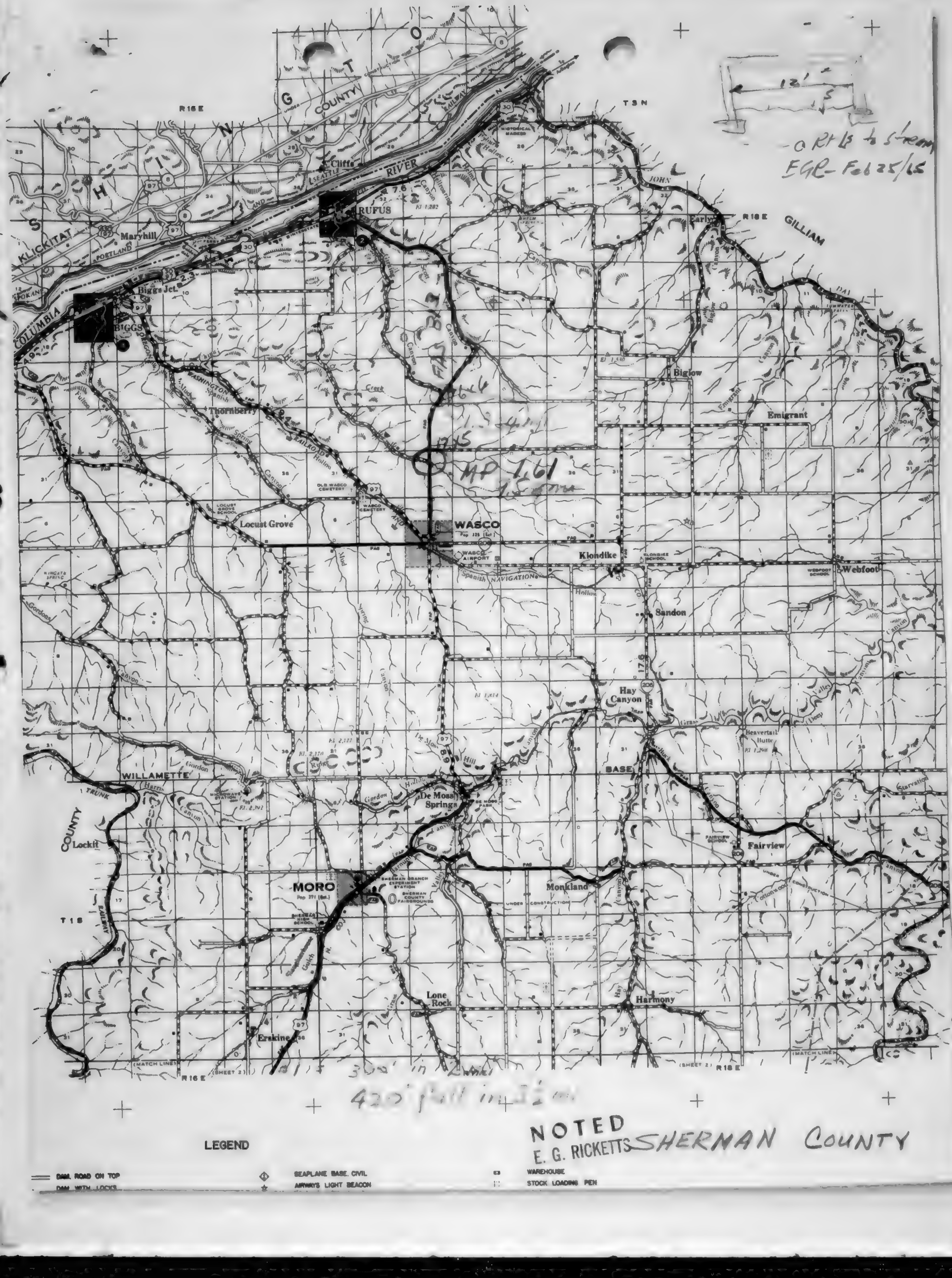
The drainage area to this culvert is 9.5 square miles and according to our charts on Page 117 of our Technical Bulletin No. 19 this drainage area would produce a discharge of 600 cubic feet which would require a minimum multiplate pipe of 108" in diameter. However, I would recommend that nothing less than 10' or 120" in diameter be used. This would cost $65 per lineal foot for the pipe plus $20 per foot for installation or a total cost of $85 per lineal foot. Due to the skew of the stream with the center line of the roadway this would require practically 100 lineal feet or a total cost of $8,500 for the 10' diameter multiplate pipe which if strutted during erection would require 10-gauge metal equals 268# per lineal foot. A concrete box of similar capacity would require a 10 x 8 size. This would require a culvert 24' less in length or 76', and the estimated cost for this culvert including the wings and paved floor would cost $10,000.

Due to the ease of taking care of traffic during erection I would recommend the 10' multiplate pipe. Also, to install a concrete culvert all of the existing concrete box will have to be removed while in the installation of the multiplate pipe the old culvert is large enough so that a fill could be made between the pipe and the old walls of the existing culvert and the top removed as the erection proceeded; that is, one half of the culvert could be installed at a time, thus maintaining traffic on the other half.

E. G. Ricketts

E. G. Ricketts
Asst. Bridge Engineer

EGR:mm
Attachment


R16E
T5N
COUNTY
SHERMAN
GILLIAM
RIVER
Cliffs
RUFUS
Maryhill
KLICKITAT
PORTLAND
Biggs Jct.
BIGGS
COLUMBIA
Thornberry
Locust Grove
WASCO
Klondike
Webfoot
Sandon
Bigelow
Emigrant
Early
Hay Canyon
Beavertail Butte
BASE
Fairview
Monkland
De Moss Springs
MORO
Lone Rock
Harmony
Erskine
Lockit
WILLAMETTE
Gordons
Gordon Canyon
Hollow
Creek
Canyon
Valley
Hill
Spring
Starvation
Emigrant
Hay
Harris
Butte
Mud
Spanish
NAVIGATION
RAILROAD
TRUNK
COUNTY
T1S
R16E
R18E
(MATCH LINE)
(SHEET 2)
12'
1'
-0 Rt Lg to stream
EGR- Feb 25/65
MP 1.61
420' fall in 1/2 mi.
NOTED
E. G. RICKETTS
SHERMAN COUNTY
LEGEND
DAM, ROAD ON TOP
DAM, WITH LOCKS
SEAPLANE BASE, CIVIL
AIRWAYS LIGHT BEACON
WAREHOUSE
STOCK LOADING PEN

EK-141 (1)

670 S

Sherman C. YASRTo.
ER-141 (1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID P
(PPM 2

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION *(45 typewriter spaces)* 21–65		ADT	PRESENT	FUTURE (66)	YEAR (70)–(71)				
	1	Co. Rds., County FAS Rts., Sherman Co.									
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH (74)			
	Temp. and perm. flood repairs						65-1				
CARD 4	CLASS OF FEDERAL FUNDS	Emergency Relief					COUNTY NAME	Sher			
	NAME OF URBAN AREA 17-31						ROUTE NO. S	FEDERAL-AI **			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT C TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-18)	(19)	41	42	43–46	53		(54)–(58)	(59)–(66)	(67)
5					PE		Co. Rds., County FAS Routes, Sherman Co. ** (FAS 313, 665, 666 667)			
5					ROW					
5					CONST (CODE)			28.70*	46,000	2,300
							PROJECT TOTALS	28.70*	46,000	*** 2,300

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)–(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

Co. (65)	ADT	PRESENT	FUTURE (66)	YEAR (70)(71)(72)	REGION	STATE NAME	STATE CODE (2)(3)	APPN CODE (4)(9)	ITEM NO. (14)(18)
					08	Oregon	35	090	72

SUFV AGCY (68)(69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER: PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only: POST MI. (24)(26)	DESIG. (27)
			65-1		ER	141	(1)		

COUNTY NAME: Sherman — CODE: 055 (14)(16)

ROUTE NO. S — FEDERAL-AID: # — STATE: (32) Co.Rds. (36)(37) — U.S. (41)

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES (54)(58)	TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Temp. and perm. flood damage repairs. (Debris clearance, shldr. repairs, rock base, channel change, drainage correction and oil mat.) (Work to be done by county forces and/or negotiated contract)
28.70*	46,000	2,300	21,850	21,850 (Co.)	
28.70*	46,000	*** 2,300	21,850	21,850 (Co.)	

ESTIMATED PROJECT COST BY PHASES

(16) (23)(24) (33)

REMARKS

The work on this project was caused by the Dec. 22, 1964 flood.

* Work to be done is on intermittent sections totaling approx. 7.05 miles in length.

*** 5% basis. To be increased to max. prorata when additional funds become available.

USCOMM DUSCOMM-DC 48805-P61

COUNTY ROADS, COUNTY FAS ROUTES, SHERMAN COUNTY

PROJECT NO. ER-141(1)

FAS 313, Scott-Canyon Co. Rd. MP 0.00 - MP 7.50 ADT 200-1300

Existing Facility

MP 0.00 - 7.50, 20' bit. penetration surface with 1'-4' shoulders.

Project Data

Flood waters ran down Scott Canyon washing out shoulders, destroying roadway and damaging drainage culverts. Also the heavy runoff changed the channel in several places.

The work consists of channel change, shoulder repair, drainage correction and roadbed repair including fill, rock base and oiling.

The major items generating the costs are:

Fill Material	12,500 cu.yds.
Rock Base	2,000 cu.yds.
Box Culvert	$ 5,000
Channel Change	$ 3,000

Total estimated cost (2.03 miles) - - - - - $ 25,400

FAS 665, Monkland Co. Rd., MP 1.20, ADT 100

Existing Facility

20' bituminous penetration surface with 2' shoulders.

Project Data

Flood waters washed out bridge approaches and changed channel.

The work consists of channel change and roadbed restoration including fill, base rock and oil mat.

The major items generating the costs are:

Fill material	2,900 cu.yds.
Base Rock	200 cu.yds.
Channel Change	$ 2,000

Total estimated cost (.02 mile) - - - $ 3,800

COUNTY

00-1300

shoulders.

s, destroying roadway
anged the channel in

rainage correction and

channel.

ation including fill,

FAS 666, Lonerock-Kent Co. Rd., MP 2.20-MP 22.10 ADT 40

Existing Facility
18' - 22' bituminous and gravel surface.

Project Data
Flood waters washed out shoulders and roadway intermittently and deposited silt and debris under bridge at Grass Valley Canyon.

The work consists of shoulder and roadway restoration, channel clearance and removal of silt and debris.

The major items generating the costs are:

Fill Material	5,000 cu.yds.
Culvert Pipe	220 lin.ft.
Crushed Rock	830 cu.yds.
Remove Debris	$ 3,759

Total estimated cost (5.00 miles) - - - - -$ 15,000

FAS 667, Rutledge Co. Rd., MP 1.90-MP 3.20 ADT 80

Existing Facility
20' bit. penetration surface with 2' shoulders.

Project Data
Extremely heavy runoff washed shoulders and roadway in three areas on this route.

The work consists of shoulder repair and roadway restoration including fill, rock base and oil mat.

The major items generating the costs are:

Fill Material	800 cu.yds.
Crushed Rock 1½-0	200 cu.yds.
Bituminous Surface	$ 500

Total estimated cost (0.08 mile) - - - -$1,700

RECEIVED
FEB 3 1965
ENGINEER
COUNTY & CITY DIVISION

FAS 313

THIS AGREEMENT, Made and entered into this 28th day of January, 1965, by and between KANTHAKIT LOGGERS, a corporation of Tygh Valley, Oregon, first party; and SHERMAN COUNTY, a municipal corporation and subdivision of the State of Oregon, second party, WITNESSETH:

WHEREAS, it is necessary to immediately have certain back-filling done on the pavement shoulders of the Scott Canyon County Road between mile post .6 and mile post 1.; and

WHEREAS, the first party has the necessary road machinery and equipment available for immediate use to perform this work.

NOW, THEREFORE, in consideration of the premises and the mutual promises and payments as hereinafter set forth, it is agreed as follows:

1. That the first party will furnish all of the necessary equipment, including operators, and will immediately commence and complete as soon as possible the back-filling work on that section of the Scott Canyon County Road hereinabove particularly described, and for this work the first party will furnish and do the work with the following described equipment at the hourly rate as herein set forth, to-wit:

(a) One Crawler-Loader, 2½-3 yrd. capacity @ $32.17 per hr.

(b) One Euclid Loader, 2½-3 yrd. capacity @ $21.53 per hr.

(c) One Crawler Tractor D-7 w/Dozer @ $27.28 per hr.

(d) One Crawler Tractor D-8 w/Dozer @ $36.59 per hr.

said rates to be in full payment for all work performed with said equipment at said hourly rates at said location.

2. The second party agrees to pay the first party for said back-filling work to be performed by the first party at the rates per hour as hereinabove set forth.

IN WITNESS WHEREOF, the parties have hereunto set their hands and seals the day and year first hereinabove written.

2-Copies to Chas 2-3-65

KANTHAKIT LOGGERS

By _____ (SEAL)

First Party

SHERMAN COUNTY, OREGON

By Vernon D. Miller (SEAL)
County Judge

Second Party

Sherman

SHERMAN COUNTY

MORO, OREGON

January 25, 1965

VERNON I. MILLER, COUNTY JUDGE
[redacted]
L. E. KABEBERG, COUNTY COMMISSIONER

Luther W. Davis
County Commissioner

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RECEIVED
JAN 26 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
R. M. ALLISON

Mr. Verne R. Jones
Planning Engineer
County and City Division
State Highway Department
Salem, Oregon 97310

NOTED
R. H. PRANGE

Dear Sir:

We would like to go ahead and contract the moving of the fill material on F.A.S. #313 south of Rufus at milepost .6-1. The channel change has been completed, but the hill-side continues to keep sliding creating hazard to traffic. There has been one-way traffic at this point ever since the storm.

There is a contractor in this area with a loader which would be suitable for moving the material and making the fill, so the Court feels that we should do this work immediately, if possible. Are we free to go ahead on these projects which we submitted, or do we have to wait for your approval?

Sincerely yours,

Sherman County Court

Vernon I. Miller

By (Vernon I. Miller)
County Judge

Chas say that if this work in nature and will be done under a negotiated contract the County can proceed at once and then furnish us with a copy of this contract when they Submit their billing. 1-26-65 called County Clerk and left word to notify Judge Miller V.J.

NOTED
V. R. JONES

Sherman County

RECEIVED
FEB 10
ENGINEER
COUNTY & CITY DIVISION

RENTAL INFORMATION ON EQUIPMENT
NOT OWNED BY THE OREGON STATE HIGHWAY DEPARTMENT

TYPE OF EQUIPMENT: See attached Sheet MAKE: SIZE:

MODEL: ATTACHMENTS:

MOTOR NO:

Does Owner Carry Fire Insurance: Yes

If not, Report Depreciated Value: $_____

Rental Rate Fully Operated: Yes Hourly: See Attached Sheet

Rental Rate Bare: Hourly: Daily: Monthly:

Date Rental Commences: As soon as approved.

Estimated Date Rental Terminates: Approximately 10 days after starting.

Terms: (Covering Delivery to and from Job) At contractors expense.

Fully Operated means--Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means--Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for shoulder repair and ditch line caused by flood damage on F.A.S. 313

Salem approval to rent secured from Mr._____
on date_____.

Signed_____

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm Kanthakit Loggers

By Burt A Hull

Field Purchase Order No._____

SHERMAN COUNTY

MORO, OREGON

VERNON I. MILLER, COUNTY JUDGE
LESTER WILSON, COUNTY COMMISSIONER
L. E. KASEBERG, COUNTY COMMISSIONER

TYPE OF EQUIPMENT	MAKE	SIZE	RATE
DOZER	CATERPILLAR	D4D	$16.35
DOZER	CATERPILLAR	D7E	27.25
DOZER, RIPPER	CATERPILLAR	D8.46A	36.50
CRAWLER LOADER	CATERPILLAR	3 C.Y.	32.15
F.W.D. LOADER	EUCLID	3 C.Y.	21.50
DUMP TRUCKS	FORD	10 C. Y.	16.00

Common Labor at Contractors own cost under minimum wage law.

Sherman County

RECEIVED
FEB 10
ENGINEER
COUNTY & CITY DIVISION

RENTAL INFORMATION ON EQUIPMENT
NOT OWNED BY THE OREGON STATE HIGHWAY DEPARTMENT

TYPE OF EQUIPMENT: See Attached Sheet. MAKE: SIZE:

MODEL: ATTACHMENTS:

MOTOR NO:

Does Owner Carry Fire Insurance: Yes

If not, Report Depreciated Value: $_____

Rental Rate Fully Operated: Hourly: See Attached Sheet

Rental Rate Bare: Hourly: Daily: Monthly:

Date Rental Commences: As soon as approved.

Estimated Date Rental Terminates: Approximately 10 days after starting.

Terms: (Covering Delivery to and from Job) At contractors expense.

Fully Operated means--Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means--Machine only, in good operating condition, the State to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for channel change and back filling bridge approaches on F.A.S. 665

Salem approval to rent secured from Mr,_____
on date_____.

Signed_____

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement,

Firm Kanthakit Loggers

By Burt A Hull

Field Purchase Order No,_____

SHERMAN COUNTY

MORO, OREGON

VERNON I. MILLER, COUNTY JUDGE
LESTER WILSON, COUNTY COMMISSIONER
L. E. KASEBERG, COUNTY COMMISSIONER

TYPE OF EQUIPMENT	MAKE	SIZE	RATE
DOZER	CATERPILLAR	D4D	$16.35
DOZER	CATERPILLAR	D7E	27.25
Dozer, Ripper	Caterpillar	D8.46A	36.50
Crawler Loader	Caterpillar	3 C. Y.	32.15
F.W.D. Loader	Euclid	3 C. Y.	21.50
Dump Trucks	Ford	10 C. Y.	16.00

Common Labor at Contractors own cost under minimum wage law.

ER-103(6) Rogue River (Bybee) Bridge 1965
Repair Sec., Table Rock Rd.
6703

C.A.L. 3702
Cd.A. 3323
C.A.A. 2877

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (8-64)

HIGHWAY DEPARTMENT INVOICE

NO. 97272

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
12-9-68	CC 1150		515-1079-697

RECEIVED
DEC 10 1968
ENGINEER
COUNTY & CITY DIVISION

Jackson County Court
Courthouse
Medford, Oregon 97501

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: R. J. Carstenson, County Engineer			
Final Billing: Rogue River (Eyres) Bridge Section, FAS 773, EH-103 (6). Covered by agreement dated March 11, 1965.			
County advance deposit		40,700.00	
Less amount previously transferred		25,700.00	
			15,000.00
County share of construction costs		21,415.11	
Less amount previously transferred		25,700.00	
			5,715.11
Cash to be refunded			9,284.89
By _____			

NOTED
S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form A-65—SM—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Jackson County
c/o County Court
Medford, Oregon

This Space for Use of Accounting Division

Date August 19, 1968

Invoice No. State Treasurer's

P. O. No. Receipt No. 14158
SP-30131-734

Voucher No. 4 - Final Project No. ER-103(6)

Reimbursement for cost of repairing County FAS Route No. 237 damaged in the 1964-65 floods.

County cost as per statement	$3,477.60
Less ineligible cost deducted by B.P.R.	0.00
Total participating cost	$3,477.60

Federal reimbursement claimed at 63.50%	$2,208.27
State Highway participation at 29.4% of federal amount	649.23
Total County reimbursement	$2,857.50

9548-597 (64) $2,208.27
515-4790-190 (64) $ 649.23

C. H. Maison, Controller

Monthly transaction number: 5-19	FORM PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 5-29-68	County: Jackson
Modification number: 2		Project number: [illegible]-103(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 11, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,858	$ 53,781
Federal funds	$ 32,269.00	$ 34,133.58
Other revisions		

This modification is made for the following reasons:

Based on Post Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21 day of May, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

RECEIVED
MONTHLY TRANSACTION RPT.
OCT 29 1965

FOR FILING

PROJECT REPORT NO.

6703

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

PR-2
(Rev. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-11-65

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: ER-103(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Bybee Bridge Section, Table Rock Road, FAS 273.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-14-65	0.036
RIGHTS-OF-WAY		
CONSTRUCTION	6-26-65	0.036
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 47,381	$ 30,063.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Clabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

BY A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 11 1965

Oregon State Highway Department

Federal-Aid
Project No. ER-103(6)

BYBEE BRIDGE SECTION OF THE TABLE ROCK ROAD, FAS 273

IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on agreed unit prices.)

Salem, Oregon, September 21, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,500.00

Type Code X021
Bybee Bridge (#7277A) (Sta. 190+38.62 to Sta. 192+30.24) (Contract No. 6703)

Remove Existing Bents #4 and #6	All Required		$ 6,000.00
Rock Backfill Excavation	1,400 cu.yd.	$ 5.00	7,000.00
Special Rock Backfill	1,800 cu.yd.	7.00	12,600.00
Tractor and Dozer	50 hour	22.00	1,100.00
Class "A" Concrete (77 C.Y. @ $90.00)	All Required		6,930.00
Metal Reinforcement (4,200 Lb. @ $0.15)	All Required		630.00
Paint Bent #5	All Required		400.00
Treated Timber in Place	1 M-FBM	400.00	400.00
Wire Mesh	30,000 sq.ft.	0.15	4,500.00
Wire Strand	4,300 lin.ft.	0.50	2,150.00
	Subtotal		$41,710.00
	10% Engr. & Cont.		4,171.00
	Total		$45,881.00

Length of Structure - - - 0.036 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 1,500.00	$ 952.00	$ 274.00	$ 274.00
Bybee Bridge	45,881.00	29,111.00	8,385.00	8,385.00
Subtotal	$47,381.00	$30,063.00	$8,659.00	$8,659.00
Retained in Authorized Fund Status				
Temporary & permanent work not covered by this contract	$ 2,766.00	$ 1,754.00	$ 506.00	$ 506.00
	$50,147.00	$31,817.00	$9,165.00	$9,165.00

This project agreement is based on unit prices established by agreement between the State, BPR and County which are from the engineer's estimate. For further information refer to concurrence in award letter dated September 15, 1965.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

C-1-All

Oregon State Highway Department

Federal Aid
Project No. ER-103(6)

BYBEE BRIDGE SECTION OF THE TABLE

ROCK ROAD, FAS 273, IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem Oregon 1965

Type Code P.E.

Preliminary Engineering			$ 1,500.00

Type Code XC21
Bybee Bridge (#277A)(Sta. 190+38.62 to Sta. 192+30.24)

Remove Existing Bents #4 and #6	All Required		$ 6,000.00
Rock Backfill Excavation	1,400 cu.yd.	$ 5.00	7,000.00
Special Rock Backfill	1,800 cu.yd.	7.00	12,600.00
Tractor and Dozer	50 hours	22.00	1,100.00
Class "A" Concrete (77 c.y. @ $90.00)	All Required		6,930.00
Metal Reinforcement (4,200 lbs. @ $0.15)	All Required		630.00
Paint Bent #5	All Required		400.00
Treated Timber in Place	1 M-FBM	400.00	400.00
Wire Mesh	30,000 sq.ft.	0.15	4,500.00
Wire Strand	4,300 lin.ft.	0.50	2,150.00
	Subtotal		$41,710.00
	10% Engr. & Cont.		4,171.00
	Total		$45,881.00

Length of Structure 0.036 miles

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$1,500.00	$ 580.00	$ 275.00	$ 645.00
Bybee Bridge	45,881.00	17,820.00	8,385.00	19,676.00
Subtotal	$47,381.00	$18,400.00	$8,660.00	$20,321.00
Work retained in authorized fund status, temporary and permanent work not covered by this contract	6,400.00	2,539.00	1,170.00	2,691.00
	$53,781.00	$20,939.00	$9,830.00	$23,012.00

This project will be increased to full prorata in the project agreement estimate.

RECEIVED
APR 22 1968

FILE
ER-103(6)
6703

April 19, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington

Gentlemen:

A post-final payment for $3,563.39 will be made to Concrete Steel Corporation on Contract No. 6703 for repair of the Rogue River (Bybee) Bridge on Table Rock Road (FAS 273) in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $67,233.64, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Concrete Steel Corporation
1109 Court Street
Medford, Oregon

bc C. H. Maison
Attn: John Herr

ER-103(6)
FAS 273, Jackson Co

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
APR 1 - 1968
ENGINEER
COUNTY & CITY DIVISION

March 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Rogue River (Bybee) Bridge
Repairs
Contract No. 6703
FAP No. ER-103(6)

On completion of the work the contractor presented a claim to the State for the full bid quantity and amount for Item 2, "Rock Backfill Excavation", on the premise that it was a lump sum item, that his bid was based on quantities taken from the plans and that ground conditions (the profile of the river bottom) encountered on the job site were not as shown on the plans, thus increasing the cost of the work.

The State does not accept the contractor's claim that Bid Item 2 is a lump sum item but does accept the fact that actual ground conditions did vary from those shown on the plans and that this variance did increase the cost of the work. The State's analysis of the claim is outlined in the attached "Memo To File" dated February 29, 1968, by Tom Edwards.

In line with Item 2 of your memo of September 17, 1965, (08-35.2-EC), I request your consideration and approval of Price Agreement No. 1 attached which consummates our settlement with the contractor.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jf
cc: C. H. Maison
L. H. Young
H. S. Cox

NOTED
P. B. Arenz

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

ER, Jackson Co
FAS 273
ER 103(6)

FORM E-20 50M 10-66

RECEIVED
MAR - 8 1968
ENGINEER
COUNTY & CITY DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 7, 1968

SUBJECT: Rogue River (Bybee) Bridge Repair
Contract No. 6703
Contractor's Claim

To: Mr. H. S. Cox
County & City Engineer

B u i l d i n g

Late in 1965, a contract was awarded to the Concrete-Steel Corporation of Medford, Oregon, for the flood damage repair of the Bybee Bridge over the Rogue River on Table Rock Road (FAS 273).

Since the completion of this contract, the contractor has repeatedly made claims for additional monies claimed due under the contract because of change conditions; the change conditions being a change in the river bed profile over that shown on the contract plans. The contractor's claim was in an amount of $7,250.48 with interest from May 23, 1966. The State admits some liability in this matter and has offered the contractor the amount of $3,563.39 for a complete release of all claims on the project.

The Bureau of Public Roads' designation for this project is "Oregon Project ER-103(6), Rogue River (Bybee) Bridge". The Bureau's concurrence in this contract award was based on the following:

1. Federal participation is restricted to the pro rata share of the engineer's estimate ($41,710), including also any normal and justified overruns and underruns based upon the unit prices in the engineer's estimate.

2. Federal participation is to be allowed for approved change orders or extra work orders and for the usual participation in engineering charges.

3. That the county will assume their normal share of the project up to the amount of the engineer's estimate and assume the remainder in excess of this estimate.

I am attaching herewith a copy of the Price Agreement which will be handed to the contractor for execution. No determination has been made at this time of the percentage share of this amount to be paid by the Bureau of Public Roads, the State and the County. However, from the wording of item 3 above, it could be assumed that all of this amount would be the County's obligation.

Will you please contact the County and advise them of the facts in this case.

Very truly yours,

Ivan D. Merchant

Ivan D. Merchant
Bridge Engineer

IDM:jr
Attachment

RECEIVED
MAR 7 - 1968
FORM E-30 80M 7-64 SP*6228-734
FOR FILE

EK-103(-)
6703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 29, 1968

SUBJECT:

To: MEMO TO THE FILE

In making an examination of the contractor's presentation in the case of the Concrete Steel Corporation's suit vs. the State of Oregon, Contract No. 6703, I wish to document the following facts:

1. One basic facet of the contract was excavating around the piers of the Bybee Bridge and replacing with gabion riprap.

2. The normal method of dewatering would be construction of a ring dike around each pier.

3. The contractor based his estimate on the amount of material to be placed in ring dikes on data shown on the plans - namely, the profile of the river bottom.

4. The actual river bottom was several feet below the elevation shown on the plans.

5. More material was required to be imported for construction of the ring dikes.

6. After placing the ring dikes, the contractor was required to reshape the area inside the dikes to receive the gabions. By reason of having to import more ring dike material, the contractor experienced more trouble in shaping up the inside of the ring dikes. The difference between his estimated cost and his actual cost is $452.

7. In constructing the ring dikes, the contractor estimated, based on the river profiles shown, that he would have to purchase 819 cubic yards and borrow 1,000 cubic yards additional material, at a total cost of $1,951.35. In actuality, by reason of the incorrect profiles shown, he had to purchase 2,184 cubic yards and

borrow an additional 3,535 cubic yards at a total cost of $3,806. The difference between his estimated cost and his actual cost on this item is $1,954.65.

8. In preparing his original bid, the contractor estimated his pumping cost at $851.05. By reason of having to import a great deal more material than anticipated, and thus having had to pump over a longer period of time, the pumping costs were $1,643, or an increase of $791.95.

9. The total of the items delineated above wherein the contractor suffered additional costs due to the improper profiles shown on the plans is $3,198.60. Adding to these items a 15 percent profit, the resulting total is $3,677.39, to which the contractor may be entitled.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Alan H. Johansen
Ivan Merchant

AS ESTIMATE

Structural Excavation	1400 cy	estimated large rock	$7980.00
Shape to 1:1 Slope	1400 cy		2800.00
Construct Dikes			
Barrow Material	1000 cy		600.00
Purchase Material	819 cy		1351.35
Shape and reexcavate to 1:1 slope	1819 cy		3456.10
Dewater			
1½a 6" pump			
1a 6" month (AED)	$199.00		
Hose discharge 20'	46.00		
Hose suction 20'	70.25		
	$315.25		
20% fuel, oil, grease, and maintenance	63.00		
	$378.25		
1½ Units ($378.25) Use 1½ months ($567.37)			851.05
			17,038.50
			x 1.15
			$19,594.28
			Use 19,600.00
			+ 1400 = $14/cubic yards

ACTUAL EXPERIENCE

Structural Excavation	$4627.60
Construct Dikes	
Purchase Materials (2184 cy)	2038.00
Barrow Materials (3535 cy)	1768.00
Shape Materials 5683 cy	3908.10
Reexcavate and shape structural excavation 812.2 cy	1445.72
Dewater	
3a 6" Pumps 2½ months	1643.00
Pumps (Including maintenance)	762.00
Labor	
	16,192.42
	x 1.15
	$18,621.28

COPY

Difference $ 978.72

RECEIVED
FEB 7 - 1968

FK-L5439
6703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1968

To:

Mr. Tom Edwards
Asst. State Highway Engineer
B u i l d i n g

SUBJECT: Concrete-Steel Corporation
v. State
Our file: L-5439
Rogue River (Bybee) Bridge
Repair
Contract No. 6703

The above case has been set for trial on February 5, 1968. I am reasonably certain that such date can be postponed since the case is technically not at issue yet, but the setting on that date indicates that the Marion County Circuit Court considers the case ripe for trial, and it should be anticipated that the actual trial will be held sometime this spring.

This is the case where the Contractor's original claim was that he should have been paid a lump sum bid price for rock backfill excavation, instead of a unit price for the quantities actually excavated. Apparently, the Contractor was eventually convinced that payment on a unit basis was proper, and dropped the opposite contention as a basis for his claim.

However, he also gave the State timely notice that, because of a substantial underrun in rock backfill excavation, his shoring and cribbing costs were materially increased. In this instance, there was no separate payment for shoring and cribbing, and the Contractor contends, and presumably will be able to prove, that in computing his bid he put the estimated shoring and cribbing costs in the bid item for rock backfill excavation. The estimated quantity of this item was 1400 cubic yards; the actual quantity, as shown on the final estimate, was only 812.2 cubic yards, an underrun of some 42%. The unit bid price was $14.00 per yard, resulting in a dollar underrun of $8,229.20.

When the legal action was commenced, the complaint was framed on the theory that, because of errors in our engineering profiles of the stream bed, the actual quantity of rock backfill excavation underran and increased the shoring and cribbing costs, not only in proportion to the excavation item, but in total amount of such work required. There appears to be no doubt that our profile of the river bottom did not conform to the actual conditions encountered.

NOTED
TOM EDWARDS

RECEIVED
JAN 29 1968

As nearly as can be determined, when this project was being prepared for advertising, we took soundings 15 feet on each side of the center line. However, on Sheet 1 of the Contract drawings, the approximate existing ground line between pier 1 and Bent 3 was shown at an elevation which, in some instances, was more than 10 feet higher than the actual elevation revealed by our soundings. The only reason for this discrepancy that has been suggested to me was that the plans were prepared with reference to information obtained at the time of the original bridge construction or, at any rate, information obtained some time several years before the repair project became necessary. This was apparently one of the repair projects necessitated by the December, 1964 floods, and it has been suggested that it may have been prepared somewhat hurriedly.

Thus, our Contract plans were not in conformance with the best information available to us, or with actual conditions, and there seems to be little question that the contractor will be able to establish that his costs were adversely affected as a result of the error on our plans. Legal liability follows, as night follows the day.

The amount sought by the Contractor, as set forth in his complaint, is $7,250.48, with interest from May 23, 1966. A meeting was held in the Bridge Engineer's office on April 6, 1967, with a representative of the Contractor. As I recall, Messrs. Edwards, Merchant, Harwood and Johansen were present on behalf of the Department. At that time, you indicated to the Contractor's representative that you were not satisfied that the proper amount had been established, but expressed a willingness to recommend to the Claims Review Board that the matter be compromised for, I believe, $4,500.00. At that time, Mr. Phelps of the Contractor's organization, indicated that, although he did not feel it was sufficient, he would accept that amount in compromise of the claim.

Subsequently, on April 11, a letter over Mr. Merchant's signature was directed to the Contractor advising that the tentative settlement offer had been discussed with the Claims Board, and the claim rejected. Commencement of the legal action followed shortly thereafter.

If I correctly apprehend the situation, our personnel did not seriously question either that our plans were erroneous, or that the Contractor suffered some loss as a result thereof. The

rejection of the claim was apparently on the basis that the proper amount had not been adequately established.

It should be emphasized that legally the Contractor's inability to establish the exact amount of his loss with precision will not prevent a recovery. We may or may not be able to cast sufficient doubt on the Contractor's approach to the amount of his loss to limit the recovery to something less than the $7,250.48 which he seeks. However, the facts of the case being as they are, it must be regarded as a certainty that the Contractor will recover some substantial part of the amount claimed.

The Contractor's attorney recently expressed to me, in a telephone conversation, a willingness at the present time to still accept the $4,500.00 previously tentatively offered. By the time of trial, it is likely that this figure will go up, as the Contractor and his attorneys put more time and expense into preparation of the case.

Accordingly, I strongly recommend that reconsideration to a compromise of this matter be considered.

It should be noted that, in some respects, this case is similar, although on a much smaller scale, to the DeLong case, wherein the Contractor is asserting a counter-claim in excess of $4,000.000.00 by reason of alleged misinformation as to subsurface conditions, etc., I believe it would be most unfortunate if this Concrete-Steel case should be tried in Marion County shortly before the DeLong case. This could happen, especially if the DeLong case is postponed again beyond the presently scheduled March 4 trial date. In this Concrete-Steel Corporation case, the Court is almost certain to become aware of a specific example of an instance where our Plans gave erroneous information to a Contractor, although we had more accurate information in our possession. This could be a factor in inducing a most unfortunate attitude on the part of the Court at such time as the DeLong case comes to trial. A similar result might occur even if DeLong is tried first, if the Court takes that case under advisement, and this Concrete-Steel case is heard prior to a decision in DeLong.

Thus, both from the standpoint of the merits of this case itself, and the standpoint of its possible effect upon the much

more substantial DeLong matter, if a reasonable settlement of this matter can be effected, it would most assuredly be in the best interests of the State to do so. As of now, it appears that the Contractor would still be willing to accept $4,500.00, although how long this will be true I do not know. Unless we are in a position to affirmatively show that the loss did not exceed some lesser sum, the $4,500.00 figure would appear to be a reasonable compromise offer.

I will appreciate your early advice regarding this matter.

Alan H. Johansen

ALAN H. JOHANSEN
Staff Attorney

I concur in the above recommendation.

G E Rohde

G. E. ROHDE
Chief Counsel

AHJ:rh

cc: Mr. R. L. Porter
Mr. G. E. Rohde
Mr. I. D. Merchant
Mr. Leslie B. Hampton

RECEIVED
AUG 21 1967

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FLOYD QUERY, SECRETARY
SALEM

ER-1C3(6)
6703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

July 20, 1967

AGENDA
JUL 24 1967

Oregon State Highway Commission

Re: Institution of Legal Proceedings
Against State

Gentlemen:

Since my last letter to you reporting legal proceedings which have been instituted against the State Highway Commission, its officers or employees, the following action has been filed in the Circuit Court of the State of Oregon for Jackson County.

L-5439, Concrete Steel Corporation vs. State of Oregon, by and through its State Highway Commission: This action was filed by the plaintiff to recover the sum of $7,250.48 from the Commission. The plaintiff claims this amount is still due and owing to him as contractor under Contract No. 6703 which covered the repair of the Rogue River (Bybee) Bridge.

The contract provided, among other things, for an estimated quantity of rock backfill excavation. Upon the completion of the contract it was determined that considerably less rock backfill excavation was required than was estimated at the time of the contract award. Basically the plaintiff claims that the underrun in the above mentioned type of excavation resulted in additional costs to him and was a material change in the work.

The Legal Department will handle the defense of this case on behalf of the Commission.

Very truly yours,

G. E. ROHDE
Chief Counsel

FCMcK:hg
cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Ivan Merchant
Mr. Floyd Query
Mr. C. H. Maison
Mr. Robert Y. Thornton

7-24 agenda

NOTED
FLOYD QUERY

RECEIVED
JUN 5 - 1967
FOR FILING

ER-103(L)
6703

June 1, 1967

Jackson County Court
Courthouse
Medford, Oregon 97501

MISC. CONTRACTS and
AGREEMENTS No. 33445

Gentlemen:

Enclosed for your files are fully executed copies of county force agreements covering flood repair damage on the Rogue River (Bybee) Bridge Section of the Table Rock Road (FAS 271) and the Butte Falls-Prospect Section of the Butte Falls County Road (FAS 287) in Jackson County.

Fully executed copies of these agreements have been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosures

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copies)

cc:
Region
OSHD (Klaboe)
OSHD (Edwards)
Wash DC

STATE COPY

FORM PR-33A (2) (REV. 4-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

eg

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	4	Jackson	Oregon
DATE OF REPORT: 5-12-67	REPORT MADE BY: C. T. Christianson, Area Engr		PROJECT NO.: ER-103(6)
COMPLETION DATE: Feb. 1965	ACCEPTANCE DATE BY CONTRACTING AGENCY: * 1-18-67	TIME ELAPSED: * 100%	APPROVED EXTENSION(S): * None
CONTRACT TIME: Spec Comp date * 12-31-65	LOCATION: FAS ~~237~~ 93 beginning 6.6 miles north of its intersection with U.S. route 99 near Medford and continuing north for 0.9 miles.		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

* Contract portion

RECEIVED
MAY 23 1967
ENGINEER

Other remarks:

BYBEE BRIDGE SECTION
TABLE ROCK ROAD
Grading, Paving and Structure

Work performed under this project consisted of temporary and permanent restoration of this section including grading, riprap, base surfacing, paving and permanent repairs to the Bybee Bridge.

Contract No. 6703 was completed on 12-31-65 at a final cost of $63,670.25 representing an underrun of 11 percent. Significant overruns and underruns are noted in the next previous report and a complete statement of all overruns and underruns is on file with the Division office copy of this report. The contract work was completed within the specified contract time.

All roadway repairs were accomplished by county forces under the temporary phase of operations at a final cost of $3,477.60. All materials utilized therein were obtained from locally available borrow sources or county maintenance stock.

Laboratory reports indicate that materials incorporated into the contract portion of this project are in substantial conformance with plans and specifications.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Clifford T. Christianson
Area Engineer
C. T. Christianson, Area Engineer

Project Accepted 5-12-67
Date

A. W. Parsons,
Division Engineer

5/23/67
Copies to
Young
Chase
Chandler
Cook
Lee

RECEIVED
MAY 24 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

This project has resulted in the restoration of this facility to a standard equal to that which existed prior to the flood.

EK

RECEIVED
MAY 15 1967
ENGINEER
COUNTY & CITY DIVISION

Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 11, 1967

Original signed by
T. Dec
Eng. Coordinator

08-35-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Oregon Project NR-103(6)
Rogue River (Bybee) Bridge Section, FAS 273
Emergency Repairs

We hereby approve County Force Account procedures as a result of our December 22, 1964 Statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. Use of County forces was considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's May 8, 1967 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 0.90 mile of roadway and/or bridges at a total estimated County Force Account work amount of $3,477.00. Estimated emergency fund participation is to be at the regular pro rata share, or $2,207.00.

We concurred in the contract award for the Bybee Bridge on September 20, 1965.

I CONCUR: B. M. FRENCH, INTERIM REG ADMIN

BY: _____
B. J. McClarty, Reg Constr & Maint Engr

DATE: _____

cc:
Region (2) w/2 cys agreement
(PR-37 distributed separately)
OSHD (H S Cox)
Planer

NOTED
DON HARWELL

Oregon State Highway Department

Federal-Aid
Project No. ER-103(6)

ROGUE RIVER (BYBEE) BRIDGE SECTION OF THE

TABLE ROCK ROAD. FAS 273. IN JACKSON COUNTY

(Revised estimate as a basis for modification of project agreement. Based on Jackson County billing.)

Salem, Oregon, May 8, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,500.00

Type Code X021
Bybee Bridge (#7277A)(Sta. 190+38.62 to Sta. 192+30.24)(Contract No. 6703)

Remove Existing Bents #4 and #6	All Required		$ 6,000.00
Rock Backfill Excavation	1,400 cu.yd.	$ 5.00	7,000.00
Special Rock Backfill	1,800 cu.yd.	7.00	12,600.00
Tractor and Dozer	50 hour	22.00	1,100.00
Class "A" Concrete (77 cu.yds. @ $90.00)	All Required		6,930.00
Metal Reinforcement (4,200 lbs. @ $0.15)	All Required		630.00
Paint Bent #5	All Required		400.00
Treated Timber in Place	1 M-FBM	400.00	400.00
Wire Mesh	30,000 sq.ft.	0.15	4,500.00
Wire Strand	4,300 lin.ft.	0.50	2.150.00
	Subtotal		$41,710.00
	10% Engr. & Cont.		4.171.00
	Total		$45,881.00

Length of Structure - - - 0.036 Mile

Type Code Y007
Flood Repair (MP 6.7 to MP 7.6)

Temporary		
County Force Equipment, Labor and Materials	All Required	$ 3,425.10
Negotiated Equipment	All Required	52.50
		$ 3,477.60

Permanent flood repairs were done in conjunction with the temporary work.

Length of Project - - - 0.90 Mile

RECEIVED
MAY 9 - 1967
ENGINEER
COUNTY & CITY DIVISION

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Preliminary Engineering	$ 1,500.00	$ 952.00	$ 274.00	$ 274.00
Bybee Bridge	45,881.00	29,111.00	8,385.00	8,385.00
Flood Repair	3,477.00	2.206.00	635.50	635.50
Total	$50,858.00	$32,269.00	$9,294.50	$9,294.50

This project agreement is based on unit prices established by agreement among the State, BPR and County which are from the engineer's estimate. For further information refer to concurrence in award letter dated September 15, 1965.

The mile points differ on our plan and estimate from the original field estimate because the County started their mile point at the northern termini where in actuality the route begins to the south in Medford.

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 515-1029

RECEIVED
MAY 9 - 1967
ENGINEER
COUNTY & CITY DIVISION

FORM S-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD TOUERY, SECRETARY
SALEM

EK-103(6)

6703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

April 11, 1967

Mr. R. E. Phelps
General Manager
Concrete-Steel Corporation
1109 Court Street
Medford, Oregon 97501

Subject: Bybee Bridge Repair
Contract No. 6703

Dear Mr. Phelps:

At the meeting in Salem on April 6th regarding your claim for additional compensation on the Bybee Bridge repair contract, a tentative offer of settlement was made to you contingent upon the approval of the Highway Department Claims Board.

This matter has been discussed with the Claims Board and the claim has been rejected. Because of this rejection, the offer to settle your claim on Bid Item No. 2 of Contract 6703 is withdrawn and no further compensation will be made to you under this contract.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
L. R. Chandler
George Rohde
L. W. Rulien, Att.: Al Harwood
C. H. Maison
L. H. Young

NOTED
TOM EDWARDS

RECEIVED
APR 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1967

FORM E-30 REV. 10-65

For Filing:
FA-11 3(6)
6703

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 10, 1967

To: MEMO TO THE FILE

SUBJECT: Rogue River (Bybee) Bridge
Contract No. 6703

Based on my discussions with Mr. Klaboe and Mr. Porter as of this date, I am advising Mr. Merchant by a copy of this memo to inform Mr. R. E. Phelps of the Concrete-Steel Corporation, contractor on the Bybee Bridge Repair, that we have elected not to settle his claim.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
G. E. Rohde
C. H. Maison
L. H. Young

RECEIVED
MAR 28 1967
COMMISSIONERS
GLEN [illegible], MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

EK-103(6)
6103

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 22, 1967

Mr. R. E. Phelps
General Manager
Tru-Mix Construction and Gunite Division
Concrete-Steel Corporation
1109 Court Street
Medford, Oregon 97501

Subject: Bybee Bridge Repair
Contract No. 6703

Dear Mr. Phelps:

This is to confirm the telephone call to your office regarding a meeting in Salem on the subject project. The meeting will be in Mr. Tom Edwards' office at 1:15 P.M. April 6.

Please advise immediately if for some reason you cannot meet the above-mentioned date.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
L. W. Hulion
Att: Al Harwood

NOTED
TOM EDWARDS

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1967
FOR FILING

EK-102(6)
6703

March 9, 1967

Mr. R. E. Phelps, General Manager
Tru-Mix Construction and Gunite Division
Concrete-Steel Corporation
1109 Court Street
Medford, Oregon 97501

Re: Rogue River (Bybee) Bridge
Contract No. 6703
Additional Compensation

Dear Mr. Phelps:

I have your letter of January 17, which was referred to our Legal Division for answer, as to the possibility or necessity of pursuing this matter further.

I have no objection to a meeting and I am asking Mr. Merchant by a copy of this letter to make the necessary arrangements, after first having checked my schedule to avoid conflict.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant (enc.)
G. E. Rohde
Alan Harwood

1-26

TRU-MIX CONSTRUCTION AND GUNITE DIVISION
TRU-MIX CONCRETE AND ASPHALT DIVISION
1109 COURT STREET / MEDFORD, OREGON 97501 / TELEPHONE 779-1970

CSC
CONCRETE - STEEL CORPORATION

January 17, 1967

Mr. Tom Edwards
Assistant State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Subject: Rogue River (Bybee) Bridge Repair, Contract No. 6703

Dear Mr. Edwards:

I again refer to my letter of 29 June 1966 and my belief that Concrete-Steel Corporation is entitled to additional compensation due to the extreme underrun of Item #2, rock backfill excavation. To gain an end to this matter, I believe a meeting between Mr. Harwood, you, and myself should be scheduled. I can be available for such a meeting with at least a week's notice.

Yours truly,

CONCRETE-STEEL CORPORATION
Tru-Mix Const. & Gunite Division

R. E. Phelps
General Manager

cc: Alan C. Harwood
Oregon State Highway Dept.
Milwaukee, Oregon

REP:bls

Phelps Harwood

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20 1967

EL 1.2(6)
6112

January 19, 1967

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6703 awarded to Concrete Steel Corporation, for repair of the Rogue River (Bybee) Bridge Section of Table Rock Road (FAS 273) in Jackson County was completed on December 31, 1965, and accepted by the Highway Commission on January 18, 1967.

Final payment in the amount of $3,439.95 will be released to the contractor after January 26, 1967. The total contract amount is $63,670.25 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Concrete Steel Corporation
1109 Court Street
Medford, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 19 1967
FOR FILING

AA-103(6)
6703

January 18, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 31, 1965, on Contract No. 6703. The contract was with Concrete Steel Corporation and was for repair of the Rogue River (Hybee) Bridge Section of Table Rock Road (FAS273) in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 18, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

RECEIVED
DEC 22 1966

EN-103(6)
6103

December 21, 1966

5154

Mr. R. E. Phelps, General Manager
Tru-Mix Construction and Gunite Division
Concrete-Steel Corporation
1109 Court Street
Medford, Oregon 97501

Re: Rogue River (Bybee)
Bridge Repair
Contract No. 6703

Dear Mr. Phelps:

Your letter of November 16, 1966 again calls attention to your June 29, 1966 letter, which states that you offer the State a deduction from the lump sum amount bid for Item No. 2, rock backfill excavation, on the subject project.

As set forth in our letter of October 27, 1966, Item No. 2 is not a lump sum item but a unit price item. Payment will be made on a unit price basis as previously stated and the deduction which you presented, based upon a lump sum item, will not be applicable.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde (enc.)
Ivan Merchant
C. H. Maison
L. H. Young (enc.)
John Quiner
A. C. Harwood
A. V. Nelson

RWE:jf/TE:ja

TRU-MIX CONSTRUCTION AND GUNITE DIVISION
TRU-MIX CONCRETE AND ASPHALT DIVISION
1109 COURT STREET / MEDFORD, OREGON 97501 / TELEPHONE 779-1970

CSC
CONCRETE - STEEL CORPORATION

November 16, 1966

Mr. Tom Edwards
Assistant State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon

Subject: Rogue River (Bybee) Bridge Repair Contract No. 6703

Dear Mr. Edwards:

I am in receipt of your letter dated 27 October 1966 which again sets forth the opinion of the Oregon State Highway Department (See enclosures 1 through 4) concerning bid item No. 2 of the subject contract. However, on 29 June 1966 I wrote to the Oregon State Highway Department (enclosure No. 5) in an attempt to illustrate why we felt that additional compensation was due us. I do not feel that your letter dated 27 October 1966 answers or makes reference to my 29 June 1966 letter (enclosure No. 5).

Thank you for your consideration.

Yours truly,

TRU-MIX CONST. & GUNITE DIV.
OF CONCRETE-STEEL CORPORATION

R. E. Phelps
General Manager

cc: Alan C. Harwood

Enclosures (5)

REP:bls

RECEIVED
NOV 18 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 1966
STATE HIGHWAY ENGINEER

enclosure = 5

June 29, 1966

Mr. Alan C. Harwood
Resident Bridge Engineer
Oregon State Highway Department
2692 No. Pacific Highway
Medford, Oregon

Subject: Rogue River (Bybee) Bridge Repair Contract
No. 6703

Dear Al:

In reference to our conversation on 10 June 1966 we have not changed our position that Item #2, rock backfill excavation, is in fact a lump sum item. However, persuant to paragraph 9-5 and particularly the latter part of the last sentence of this paragraph, we wish to offer an allowance in the lump sum amount bid in favor of the State of Oregon, since in fact the estimated volume of rock backfill excavation was not performed. However, an underrun of rock backfill excavation caused drastic overruns in incidental work to this item.

The project when bid was bid with Item #2 estimated as a lump sum item. Work which was incidental to Item #2 was included in the bid for Item #2. This incidental work included dewatering the excavations and constructing dikes for dewatering and for establishing the required back slopes for the special rock backfill, Item #3. During the estimating phase of the project it was estimated, using the profiles provided on the drawings, that there would be 1819 cubic yards of embankment required to construct the necessary dikes. The construction of the dikes actually, due to the inaccuracies in the profiles, required embanking 5683 cubic yards or 3864 cubic yards more embankment than estimated. (See attached sheets 1 & 2).

The type of material available for dike construction and the additional quantity of this material required, substantially increased pumping. One and a half 6 inch pumps were estimated. Actually, three and a half pumps were used for a period of two and a half months.

COPY

Page three (3) indicates the manner in which Item #2 was estimated, and our actual experience on this item. We, therefore, offer in accordance with paragraph 9-5 of the State of Oregon Standard Specifacation (1964) a deduction of $978.72 from the lump sum amount bid of $19,600.00.

We sincerely hope that this proposal meets with your approval.

Yours truly,

TRU-MIX CONST. & GUNITE DIV.
OF CONCRETE-STEEL CORPORATION

R. E. Phelps
General Manager

Attachments (3)

REP:bls

COPY

AS ESTIMATE

Structural Excavation	1400 cy	estimated large rock	$7980.00
Shape to 1:1 Slope	1400 cy		2800.00
Construct Dikes			
Borrow Material	1000 cy		600.00
Purchase Material	819 cy		1351.35
Shape and reexcavate to 1:1 slope	1819 cy		3456.10
Dewater			
1½ 6" pump	$199.00		
1 6" month (AED)	46.00		
Hose discharge 20'	70.25		
	$315.25		
20% fuel, oil, grease, and maintenance	63.00		
	$378.25		
1½ Units ($378.25) Use 1½ months ($567.37)			851.05
			17,038.50
			x 1.15
			$19,594.28
			Use 19,600.00
			+ 1400 = 14/cubic yards

ACTUAL EXPERIENCE

Structural Excavation	$4627.60
Construct Dikes	
Purchase Materials (2184 cy)	2038.00
Barrow Materials (3535 cy)	1768.00
Shape Materials 5683 cy	3908.10
Reexcavate and shape structural excavation 812.2 cy	1545.72
Dewater	
3½ 6" Pumps 2¼ months	1643.00
Pumps (Including maintenance)	762.00
Labor	
	16,192.42
	x 1.15
	$18,621.28

COPY

Difference $ 978.72

enclosure #4

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
Medford, Oregon 97501

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 23, 1966

Re: Rogue River (Bybee) Bridge Repair
Contract No. 6703

Mr. Robert E. Phelps
General Manager
Tru-Mix Const. & Gunite Div.
of Concrete-Steel Corporation
Medford, Oregon

Dear Mr. Phelps:

This is in reply to your letter of April 6, 1966 concerning the method for determining the pay due for item no. 2, rock backfill excavation.

You are hereby advised that your request for compensation for work performed under item no. 2, on the basis that it is a lump sum item, has been rejected. Payment for rock backfill excavation will be made at the unit price bid for the number of cubic yards actually removed.

Very truly yours,

Allan C. Harwood
Resident Bridge Engineer

ACH/gsm

CC: Ivan D. Merchant
L. R. Chandler

Enclosure # 3

FORM S-100

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
Medford, Oregon 97501

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

May 5, 1966

Re: Rogue River (Bybee) Bridge Repair
Contract No. 6703

Mr. Robert E. Phelps
General Manager
Tru-Mix Const. & Gunite Div.
of Concrete-Steel Corporation
Medford, Oregon

Dear Mr. Phelps:

In reply to your letter of May 3, 1966 concerning the subject contract, your letter of April 6, 1966 was forwarded to our division office in Roseburg for consideration. We have not yet received a reply.

Very truly yours,

Allan C. Harwood
Resident Bridge Engineer

By: Gary S. Milne
Office Engineer

Enclosure #2

May 2nd 1966

Mr. Allen Harwood, Resident Engineer
Oregon State Highway Department
2692 No. Pacific Highway
Medford, Oregon

Subject: Rogue River (Bybee) Bridge Repair #6703

Dear Al:

On 6 April 1966 our office wrote you concerning the basis of pay for Item #2, Rock Backfill Excavation. Since this time we have received the final estimate on this project. We are holding the final estimate until we have this matter settled.

Our office would appreciate this project being finaled as soon as possible.

Thank you,

TRU-MIX CONST. & GUNITE DIV.
OF CONCRETE-STEEL CORPORATION

Robert E. Phelps
General Manager

REP:bls

COPY

enclosure #1

April 6, 1966

Mr. Allen Harwood, Resident Engineer
Oregon State Highway Department
2692 No. Pacific Highway
Medford, Oregon

Subject: Rogue River (Bybee) Bridge Repair #6703

Dear Al:

Our office received the semi-final estimate on ~~the~~ above mentioned project last week. Item #2, Rock Backfill Excavation, has been paid in this semi-final estimate as a unit price item instead of a lump sum item as specified on page #1 of the special provisions:

> "Payment for excavation.....will be made on the basis of the lump sum amount bid for the item:...."

The amount bid for this item was $19,600.00. The semi-final estimate indicates a final payment for this item of $11,370.80, or $8,229.20 lower than the amount bid.

We request you correct your semi-final estimate to show Item #2 as the amount bid of $19,600.00.

Thank you.

Youre truly,

TRU-MIX CONST. & GUNITE DIV.
OF CONCRETE-STEEL CORPORATION

COPY

R. E. Phelps
General Manager

REP:bls

RECEIVED
OCT 28 1966

EA - 10-16
6103

October 27, 1966

Mr. R. E. Phelps
General Manager
Tru-Mix Construction
and Gunite Division
Concrete-Steel Corporation
1109 Court Street
Medford, Oregon 97501

Re: Rogue River (Bybee)
Bridge Repair
Contract No. 6703

Dear Mr. Phelps:

Please be advised that we cannot concur with your contention regarding lump sum payment for Item No. 2, rock backfill excavation, on the subject project.

The schedule of contract prices lists a unit price of $14 and a quantity of 1,400 cubic yards, as well as the total amount of $19,600 for this item. Nothing is said in the bid schedule about a lump sum basis of payment for Item No. 2. Items 1, 5, 6 and 7, on the other hand, all specify "lump sum" in the "quantity" column. The listings on this schedule are, therefore, sufficient by themselves to indicate a unit price basis for payment of Item No. 2.

The statement on the preceding page of the contract (also a part of Section II - Schedule of Contract Prices) makes it very clear that payment for Item No. 2 is to be on a unit price basis, in stating:

> "Payment for work done under this contract will be made at the unit prices listed on the inserted sheet or sheets which follow. The quantities given are approximate only, and it is neither expressly nor by implication agreed that the actual amounts of work to be done and paid for will be in accord therewith."

The statement on page 1 of the special provisions also indicates a unit price basis for payment of "Rock Backfill Excavation" as follows:

> "Pay quantities for the above item will be limited to the quantities actually excavated within the pay limit lines shown on the plans."

The many statements indicating unit price basis of payment overwhelmingly indicate the intent of the contract and point out the obvious error in the statement on page 1 regarding lump sum payment.

Construction of this contract is governed by the last paragraph of Article 5-4 of the Standard Specifications:

> "The contractor shall take no advantage of any errors or omissions in the specifications and plans or of any discrepancies in or between the same; but where such errors, omissions or discrepancies occur, he will be governed by the apparent intent of the specifications and plans and by the orders of the engineer."

In view of the above, payment for Item 2 of this project will be made (as have past progress payments) on a unit price basis.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
Ivan Merchant
C. H. Maison
L. E. Young
John Quiner II
A. C. Harwood
Arvey Nelson

IDM:mb ja

FORM E-90 5M 7-64 SP*6219-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 11, 1966

SUBJECT: Rogue River (Bybee) Bridge
Repair - Contract No. 6703

To: Mr. G. E. Rohde
Chief Counsel

L Office

In Mr. Merchant's letter of April 28, 1966, he discussed the claim of the contractor under the subject contract for payment on a lump sum basis for item No. 2, Rock Backfill Excavation ($19,600) rather than on a unit price basis.

I feel that the contractor should be paid on a unit price basis.

The schedule of contract prices lists a unit price of $14 and a quantity of 1,400 cubic yards, as well as the total amount, $19,600. Nothing is said in such list about a lump sum basis of payment for item No. 2. Items 1, 5, 6 and 7, on the other hand, all specify "lump sum," in the "quantity" column. The listings on this schedule are, therefore, sufficient by themselves, to indicate a unit price basis of payment for item No. 2.

The statement on the preceding page of the contract (also part of Section II - Schedule of Contract Prices) seems to make very clear that payment for item No. 2 is to be on a unit price basis, in stating:

> "Payment for work done under this contract will be made at the unit prices listed on the inserted sheet or sheets which follow. The quantities given are approximate only, and it is neither expressly nor by implication agreed that the actual amounts of work to be done and paid for will be in accord therewith."

From conversation with Mr. Rear on May 9th it appears that the quantity of material to be excavated for item No. 2 was substantially overestimated, and that this is the reason for the difference between the $19,600 estimated price and the $11,370.80 price for the work actually done. The above-quoted statement,

however, as well as Article 3-2 of the Standard Specifications, seems to make it clear that such overestimation is no basis, (if this might be the contractor's contention,) for payment other than on a unit price basis.

If the contractor contends that page 1 of the Special Provisions prevails over the Schedule of Contract Prices and over the statement quoted above, which is a standard printed statement for all contracts, it is still my opinion that no lump sum payment basis can be made out. The Rock Backfill Excavation section contains the following statement:

> "Payment for excavation and disposal of the materials will be made on the basis of the lump sum amount bid for the item:
>
> "1. Rock Backfill Excavation
>
> "Pay quantities for the above item will be limited to the quantities actually excavated within the pay limit lines shown on the plans."

The second sentence of this quoted matter directly contradicts the first sentence. Together (and I can see no basis for construing them other than together) the two sentences add up to a complete ambiguity as to the basis of payment for item No. 2. To contend that the Special Provisions prevail over the Schedule of Contract Prices, therefore, is to replace a clear expression of unit price basis of payment with complete ambiguity as to basis of payment.

Adding all together the statements quoted from page 1 of the Special Provisions, the listings on the Schedule of Contract Prices and the printed statement on such schedule, we get three statements indicating a unit price basis and one indicating a lump sum basis. The contractor obviously holds the short end of the argument.

In addition, it is noteworthy that neither the Special Provisions nor the Schedule of Contract Prices say "all required" for the quantity of work to be done under item No. 2, as might have been done if a lump sum basis were intended. (See the last paragraph of Article 9-1 of the Standard Specifications.)

It seems clear that mention of the lump sum basis of payment for item No. 2 on page 1 of the Special Provisions is an error which anyone, including the contractor, should know is an

error. The contractor cannot in good faith, therefore, contend that the contract should be construed as designating such a basis of payment for item No. 2, under the familiar rule that a contract is construed more strongly against the party which drafted it. Construction of the contract in this case would seem to be governed instead by the last paragraph of Article 5-4 of the Standard Specifications:

> "The contractor shall take no advantage of any errors or omissions in the specifications and plans or of any discrepancies in or between the same; but where such errors, omissions or discrepancies occur, he will be governed by the apparent intent of the specifications and plans and by the orders of the engineer."

While we seem to have the better of the argument there is always the possibility, of course, that a court (if the matter is litigated) might agree, nevertheless, with the contractor's view of the contract and such a contingency should always be considered in our dealings with the contractor concerning payment for item No. 2.

John S. Irvin

JOHN S. IRVIN
Staff Attorney

JSI:jw
cc: Al Johansen

RECEIVED
MAY 5 - 1966
FORM S-123X 20M 7-65
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 31, 1965, on Contract No. 6703, Rogue River (Bybee) Bridge Repair Section, in Jackson County, in connection with Federal Aid Project No. ER-103(6).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 5-2-66

Conditions noted on above date:

Project was inspected on 4-15-66. This project has been completed in apparent conformance with plans and specifications.

A. W. Parsons
Division Engineer

By: W E Martin

M. E. Martin
District Engineer

CTC:

RECEIVED
MAY 9 1966
STATE HIGHWAY

Rec'd to Young 5-4-66

FORM PR-33A (REV. 3-65) cc: [illegible]

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

tc

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Jackson	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
12-7-65	R. W. Billsbury, Buddee Knox		ER 103(6)
IN COMPANY WITH			
A. [illegible], [illegible] Thorp, OCE)			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
[illegible]	[illegible]	83 %	65 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

[illegible]
[illegible]
[illegible]
(Contract Work Only)

NOTED
DON HARWELL

The structure portion of the work on this project is included in a contract finally let August 31, 1965. The work includes replacement of two existing bents and placement of rock backfill around three bent footings and one pier footing. The project was originally advertised to be let on August 10, 1965, but no bids were received. The work was modified and readvertised and only one bid was received, it being 65% over the estimate. It was then agreed to let the contract with the State and Bureau participating only up to the amount of the engineer's estimate, plus quantity variations at the estimated prices. The County will pay the additional costs.

The contract was awarded September 20, 1965, to Concrete Steel Corp., of Medford, Oregon. The work started on September 29, 1965 and is specified to be completed by December 31, 1965.

(1) Structure repairs essentially complete, except surface finishing.

Riprap at Bent 3 and Pier 1, complete; at Bent 4, 10% complete.

(2) Four men with a Caudell, D-7 tractor, two 6" water pumps, and dump trucks placing riprap at Bent 4.

One man treating bolt holes in the treated timber.

1-13-66 Copies to Yancey Chandler Cat — F!

(3) Work is progressing quite rapidly, and it is hoped that it can be done on time.

There has been one subcontract for Items 1, 5, 6, 7, 8, 9, and 10 which includes the structural work, to R & H Construction Co., Central Point, Oregon. The subcontract amounts to about 43% of the contract amount.

(more)

NOTED
V. R. JONES

EDITION OF 5-60 MAY BE USED

There have been no contract changes.

Materials reports were found satisfactory.

The Bent 4 wall was found to be 24" thick as shown.

RECEIVED
OCT 18 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIGLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-103(6)
6703

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 15, 1965

Concrete-Steel Corporation
1109 Court Street
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6703, awarded September 20, 1965, for bridge repair on the Rogue River (Bybee) Bridge Repair Section of the Table Rock Road, FAS 273, in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
OCT 7 - 1965
FOR FILING

FA-103(6)
6-7(2)

October 6, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 29, 1965, on Contract No. 6703, Rogue River (Dyboe) Bridge Section, in Jackson County, in connection with Federal-Aid Project No. FA-103(6).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HHR:ds

RECEIVED
OCT 5 - 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 30, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-103(6)
Rogue River (Bybee) Bridge Section
Structure

As requested in Mr. Young's letter of September 24, 1965, advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 20, 1965 in the award of contract No. 6703 to Concrete-Steel Corp., of Medford, Oregon, low bidder in the amount of $68,799.00 at the August 31, 1965 bid opening.

The conditions of our tentative concurrence memorandum of September 17, 1965 governs our participation in this project.

NOTED
F. B. KLABOE

REFERRED TO
Young
HWY. ENGR.
10-4-65

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 27 1965
FOR . . . .

ER-103(6)
6703

September 24, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of Sept. 17, 1965, is requested in the award of contract for the Rogue River (Bybee) Bridge Section, Project No. ER-103(6).

The contractor receiving the award is Concrete-Steel Corporation in the amount of $68,799.00 with the Contract No. 6703 assigned. This bid was received on August 31, 1965 and awarded Sept. 20, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAH:mb

RECEIVED
SEP 27 1965
FOR FILING

Maint
Drainage
Spec

...D CONTRACTS and
...ENTS No. 2902

September 21, 1965

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an agreement covering the Bybee Bridge Repair Section of FAS 273 in Jackson County.

Please note that this agreement supersedes a prior agreement dated August 4, 1965 for this same project.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

RECEIVED
OCT 25 1965
FOR FILING

EP-103(6)
6702

September 20, 1965

Concrete Steel Corporation
1109 Court Street
Medford, Oregon

Gentlemen:

The State Highway Commission on September 7, 1965, accepted your proposal for the Rogue River (Bybee) Bridge Repair on Table Rock Road in Jackson County for the sum of $68,799 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the job, which has been assigned Contract No. 6793.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

Enc
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oreg.
Frank Morgan
L. H. Young
R G Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 22 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EL-103(6)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 17, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

KLABOE

SUBJECT: Oregon Project ER-103(6), Rogue River (Bybee) Bridge

Our tentative concurrence for award of contract on the subject project is hereby granted on the following basis:

1) Federal participation is restricted to the pro rata share of the engineer's estimate ($41,710), including also any normal and justified overruns and underruns based upon the unit prices in the engineer's estimate.

2) Federal participation is to be allowed for approved change orders or extra work orders and for the usual participation in engineering charges.

3) That the county will assume their normal share of the project up to the amount of the engineer's estimate and assume the remainder in excess of this estimate.

After award of this contract please request our concurrence in the award.

REFERRED TO
By Asst. State Hwy. Engr.
9-22-65

RECEIVED
SEP 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 16 1965
FOR FILING

Received
by
Spec

September 15, 1965

3163

EA 103(6)

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Concurrence is requested in the award of contract for the Rogue River (Bybee) Bridge Repair, Project No. BR-103(6).

One bid was received August 31, 1965 for this project in the amount of $68,799.00 with an engineer's estimate of $41,710.00, which leaves an over-estimate bid of 64.9%.

At a meeting between the B/R and State, there was a verbal agreement that both mentioned parties would pay their normal share of this contract up to the total engineer's estimate with the County paying all the remainder. At later discussions, it was decided that this didn't protect the County against possible large overruns with no help in making the payments. It was decided that the State and B/R would pay their normal per cent of the cost of work and material actually placed, including overruns and underruns, using the unit prices in the engineer's estimate; also, any approved change orders (Price Agreements, State Force Orders, Extra Work Orders) not covered in the contract. The State and B/R will participate in the normal engineering charges up to 10% of the contract cost.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

cc: F. B. Kaboe
F. D. Morgan
H. S. Cox
C. H. Maison
Jackson County Court

NOTED
R. H. PRINCE

NOTED
RICHARD UNREIN

September 10, 1965

NOTED
H. S. COX

Jackson County Court
Courthouse
Medford, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

On August 31 a bid which was 65% over the engineer's estimate was received from the Concrete Steel Company of Medford for construction of the Rogue River (Bybee) Bridge Section of FAS 273. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding a contract:

Estimated Cost	$41,710.00
10% engineering & contingencies	4,171.00
Total estimated cost approved by BPR.....	$45,881.00

20% of $45,881.00 = $ 9,176.20

Bid received from Concrete Steel Co.

Bid items	$68,799.00
12-1/2% engineering & contingencies	8,599.88
Total estimated cost.....	$77,398.88

$77,398.88 - $45,881.00 = 31,517.88

TOTAL ADVANCE DEPOSIT $40,694.08
or say $40,700.00

Please make this advance deposit in the amount of $40,700 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Robert J. Carstensen, Co. Engr.

NOTED
V. R.

Salem, Oregon
September 9, 1965

Mr. L. H. Young

Rogue River (Bybee) Bridge Repair
ER Project, FAS 273
Jackson County

NOTED
DON HARWELL

O F F I C E

Attached is a copy of a letter signed by the Jackson County Engineer in which he states that the Jackson County Court has agreed to pay whatever money is required over and above Federal and State participation in the contract for the repair of the subject bridge plus 20% of the amount of the estimate programmed with the Bureau of Public Roads. An agreement is now being prepared, for signature by the County and Highway Commission, containing this provision and stating that the State's participation will be 29.4% of the amount of federal participation. It is understood that the Bureau of Public Roads will agree on the following basis for federal participation. Programming will be on individual bid items as follows:

Federal Aid Project ER-103(6), Bridge #7277A

			Unit Price	Total
1.	All required	Remove existing Bents 4 & 6	$	$ 6,000.00
2.	1,400 cu. yd.	Rock backfill excavation	5.00	
3.	1,800 cu. yd.	Special rock backfill	7.00	
4.	50 hour	Tractor & Dozer	22.00	
5.	All required	Class "A" concrete (77 cu. yds. @ $90.00)	--	
6.	All required	Metal reinforcement (4,200 lbs. @ $0.15)	--	
7.	All required	Paint Bent 5	--	400.00
8.	1 M-FBM	Treated timber in place	400.00	
9.	30,000 sq. ft.	Wire mesh	0.15	
10.	4,300 lin. ft.	Wire strand	0.50	

There will be participation in overruns and underruns and on approved change orders.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm
Att.

cc: F. D. Morgan
L. R. Chandler
C. H. Maison
F. B. Klaboe

NOTED

RECEIVED
SEP 15 1965

FORM S-30X—60M—1-65 SP*6418-734

Misc. Files
Bridge
Space

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1965

SUBJECT: Rogue River (Bybee) Bridge Repair
ER Project, FAS 273
Jackson County

To: Mr. L. H. Young

OFFICE

Attached is a copy of a letter signed by the Jackson County Engineer in which he states that the Jackson County Court has agreed to pay whatever money is required over and above Federal and State participation in the contract for the repair of the subject bridge plus 20% of the amount of the estimate programmed with the Bureau of Public Roads. An agreement is now being prepared, for signature by the County and Highway Commission, containing this provision and stating that the State's participation will be 29.4% of the amount of federal participation. It is understood that the Bureau of Public Roads will agree on a fixed sum basis for federal participation without regard to item underruns and overruns with the exception that participation will be given on approved change orders.

V. R. Jones

V. R. Jones, Planning Engineer
County and City Division

VRJ:eb
Att.

cc: F. D. Morgan
L. R. Chandler
C. H. Maison
F. B. Klaboe

ROUTED
F B KLABOE

JACKSON COUNTY ENGINEER

JACKSON COUNTY COURT HOUSE
MEDFORD, OREGON

September 3, 1965

Mr. H. S. Cox
County and City Division Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

The Jackson County Court has agreed to pay whatever additional amount of money that is required over and above the State and Federal participation in the contract for the permanent repairs to Bybee Bridge over the Rogue River in Jackson County.

The County Court feels the importance of the repairs to this bridge are extremely great and cannot risk the total loss or damage to this bridge as might occur during flooding conditions this winter and can, therefore, justify the additional money needed to enter into a contract so that the repairs can be made before the advent of the next high waters.

The County Court also expresses disappointment and displeasure that the Bureau of Public Roads will not participate to an amount up to 10 percent over the engineer's estimate, since they would not have questioned this increase in participation if bids had been received that exceeded the engineer's estimate up to 10 percent. Therefore, they have requested me to ask you to request a reconsideration on the part of the Bureau of Public Roads in this matter. We feel that it would be perfectly in order for the Bureau of Public Roads to increase their participation in the amount of 63 percent of the engineer's estimate plus 10 percent.

Very truly yours,

Robert J. Carstensen
Jackson County Engineer

RJC:aw

RECEIVED
SEP - 7 1965
ENGINEER
COUNTY & CITY DIVISION

RECEIVED
SEP 3 - 1965

FOR FILING
Marcus
By
Dp

September 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Consurrence is requested in rejecting the bid received August 31, 1965 for the Rogue River (Bybee) Bridge Project No. BR-103(6).

The engineer's estimate for this project was $41,710.00. The only bid received was from Concrete Steel Corporation in the amount of $68,799.00 or 64.9% over the estimate, which is considered too high for the Highway Commission to accept.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ke

RECEIVED AUG 17 1965

Form CD-121 (11-64) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-103(6)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6702

DATE: August 16, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

ER-103(6)

By: M E Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-103(6)
Rogue River (Bybee) Bridge
Bridge Repair

Revised specifications changing the completion date for a portion of the subject project on which no bids were received are hereby approved. You are authorized to readvertise the project for bids for a period of two weeks.

In the event no satisfactory bids are received after the second advertisement we authorize the placing of riprap by force account at Pier 1 and Bent 3 during this season. In such case the riprap may be the type shown on the plans or it may be the conventional rock riprap.

NOTED
TOM EDWARDS

RECEIVED
AUG 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Jack
Copy for Morrison
8-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Copy to Pitts

RECEIVED
AUG 27 1965
FOR FILING

Maine
Drainage
Space

MISC. CONTRACTS and
AGREEMENTS No. 2877

August 5, 1965

3163

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

We are enclosing for the records and files of Jackson County a fully executed copy of a finance-construction agreement between the State Highway Commission and Jackson County covering the Bybee Bridge Repair section of FAS 273 in Jackson County.

Very truly yours

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

RECEIVED
JUL 29 1965

Form C-121
(11-60)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

J.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-103(6)

TO : Mr. Forrest Cooper, State Highway Engineer
6703 Salem, Oregon

DATE: July 26, 1965

In reply refer to: 08-35.2-DB

103(6)

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-103(6)
Rogue River (Bybee) Bridge
Bridge Repair

P.S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, with no utility adjustments involved, as indicated in Mr. Litchfield's and Mr. Oakes' July 14 and July 16, 1965 reports.

Mr. Young's July 22, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
U.S. BUREAU OF PUBLIC ROADS

REFERRED TO
orig'l Young w/enc.
BY ASST. STATE HWY. ENGR.
copies to Litchfield
Oakes
7-29-65

RECEIVED
JUL 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

8/10/65 Letting
Item 22

July 1, 1965
(date)

Jackson County Court
Courthouse
Medford, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
D. P. FARWELL

Highway FAS 273

Section Bybee Bridge: ER Project

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JUL 0 1965
ENGINEER
COUNTY & CITY DIVISION

(date)

By Evelyn M. Miller

By _____
Commissioner

By Florence Emery
Commissioner

cc: L. H. Young

FEB 24 1965
FOR FILING
Miscel
Language
Spec

3163

February 23, 1965

Jackson County Court
County Courthouse
Grants Pass, Oregon

Gentlemen:

As requested, further inspections have been made of the Bybee Bridge over the Rogue River on the Table Rock Market Road in Jackson County.

Streambed soundings taken February 15, 1965 show the north side of Pier No. 1 has scoured 2 feet below the bottom of seal and on the south, or channel, side of Pier 1 has scoured out to .84 to 1.84 feet above the bottom of the seal.

Soundings taken at Bent No. 3 shows the streambed has scoured the upstream corner and channel side of footing to .93 feet below the bottom of the seal and has scoured around the balance of the Bent No. 3 footing to within a 1.5-feet of the bottom of the seal.

Bent No. 4 was undermined and settled down almost vertical. The deck was jacked back to grade and steel H-pile and timber blocking were placed on the top of the bent to support and level up the deck system.

Bent No. 5 was washed out and replaced with a steel H-pile bent. Riprap was then placed around Bents No. 4, 5, and 6 to prevent further scouring.

No riprap protection has been placed around Pier No. 1 and Bent No. 3, as the water has been too high and deep to place any riprap rock.

Attached hereto is a copy of the Bybee Bridge plan showing, for reference, the Piers and Bents as numbered to the streambed soundings and elevations as taken.

Also, as requested by the County Court, the Division Engineer's office at Roseburg has been advised by phone to flare the intersection of the county road being used as a detour where it joins with the Sams Valley Highway No. 271, State Route No. 234.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
E. S. Hunter
Ivan Merchant
L. E. Chandler (Enc.)

HWH:hl jwa

TCR Public

EA

6702

103(6)

Medford, US 99
EB-103(6)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PR

(PPM 2

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	Co.Rd., 6.6 mi. N. of US 99, Medford, N. 0.9 mi. 21 55	**ADT**	1300	2500 (66) (70)	8 (71)

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	P.E. temp. and perm. flood repair 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	65-1 (72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME	
CARD 4	Emergency Relief		Ja
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 273

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(18	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76
5					**PE**		Co.Rd., 6.6 mi. N. of US 99 in Medford, N. 0.9 mi.		1,500	100
5					**ROW**					
5					**CONST** (CODE)				31,500	1,500
							PROJECT TOTALS	0.90	33,000	*** 1,600

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23) (24) (3

***

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
...di, (65)	ADT	1300 (66)	2500 (70)	84 (71) (72)	08	Oregon	35 (2) (3)	090 (4) (9)	75 (14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68)	(69)	(70)	(71)	65-1 (72) (73)	(74) (75)	ER- 14 23	103 7 13	(6)	(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Jackson	029 (14) (16)	[ ] 1 OR [X] 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	S	273 (32)	Co.Rd. (36) (37)	(41)

...of ...N.	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
	(54) (58)	(59) (66)	(67) (76)			
		1,500	100	700	700 Co.	P.S.&E. prep., temp. and associated perm. repairs. (Repair fill and shldr. washout, construct base and pavement & repair bridge) (Road repair by County forces and/or negotiated contract, bridge repair by State contract)
		31,500	1,500	15,000	15,000 Co.	
...CT ...S	0.90	33,000	*** 1,600	15,700	15,700 Co.	
		(16) (23)	(24) (33)			

REMARKS

The work on this project was caused by the Dec.1964 flood.

*** 5% Basis - To be increased to maximum pro rata when funds become available.

USCOMM DUSCOMM-DC 48905-P61

TABLE ROCK ROAD, COUNTY FAS ROUTE 273

PROJECT NO. ER-103(6)

Bybee Bridge - North 0.9 mile

Existing Facility

Roadway: 20' bituminous penetration with 4' shoulders.
Structure: Bybee Bridge over Rogue River. Reinforced concrete and steel truss bridge, 601' long.

Project Data

Rogue River inundated this section of road causing extensive loss of road shoulder and embankment material. One pier of Bybee Bridge settled due to scouring action; other footings scoured badly but did not settle.

The work consists of PS&E preparation, temporary and associated permanent restoration of roadway including base and bit. pen. and repair of Bybee Bridge.

The major items generating the cost are:

Fill material	2,500 cu.yds.
Base material	750 cu.yds.
Bridge repair (State contract)	$25,000

RECEIVED
FEB 8 - 1965

Salem, Oregon
February 5, 1965

Mr. Tom Edwards
Assistant State Highway Engineer

OFFICE

The Jackson County Court during their call at this office February 1 again requested that an inspection be made (possibly this already has been done) of the Rybee Bridge and that they be advised as to the findings. I believe what they had in mind was possible scour under the piers or things of this nature.

They also requested that the intersection of the county road that we are using as a detour where it joins Route 234 be flared. I am not sure of the name of this road but I believe it is the first road that southbound traffic takes as it leaves the Rogue Valley Highway. As I understand it, it is the one that is not used by the log trucks.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

3 3

J-5-65

JACKSON COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 287, Butte Falls-Prospect Road, Middle Fork Rogue River Bridge, $100.000.
The former treated timber structure at this site was destroyed by the flooding Rogue River and it is proposed to replace it on improved alignment. The road work in connection with the new site will be constructed under an FAS-C Project. The county is requesting a bridge with a roadway width of 28 feet. A survey by the Highway Department is requested.

FAS 287, Temporary bridge, Middle Fork Rogue River, M.P. 37.07, $8,000.
A temporary log bridge has been constructed by the county at the site of the old bridge and it will suffice as a detour during construction of the new bridge and the improved road alignment.

FAS 287, Butte Falls Section, M.P. 16.33 - 16.87, replace base surfacing, $12,000.
Plugging of a small creek culvert during the flood caused extensive erosion of roadway surfacing. This material will be replaced by county forces.

FAS 287, Unnamed creek culvert, M.P. 16.4, concrete box culvert replacement, $4,000.
This culvert was washed out when it plugged during the storm. It will be replaced under a contract which will be let by the State Highway Department. The contract will also include the replacement of the box culvert at M.P. 19.0. A survey will not be required.

FAS 287, N. Fork Big Butte Creek, M.P. 19.0, concrete box culvert, $11,000.
A 10 foot metal multiplate culvert at this site was washed out by flood water in the N. Fork of Big Butte Creek. The replacement of this culvert will be included in the same State Highway contract covering the unnamed creek culvert at M.P. 16.4.

FAS 287, North Fork Big Butte Creek Section, M.P. 19.0. Embankment in place, surface and pave, temporary bridge and detour construction, $8,700.
Flood water of Big Butte Creek washed out road fill destroying surfacing and pavement. County forces will repair this section and construct surfacing and paving. The county has constructed a temporary timber bridge and a detour road.

FAS 273, Table Rock Road, Bybee Bridge Section, M.P. 5.5. Place temporary fill, $1,500.
The county placed river gravel at this site to permit the state forces to repair Bybee Bridge for use as a detour for the Shady Cove Bridge Section.

FAS 273, Bybee Bridge, bridge repair, $25,000.
This repair work requires replacing a settled pier and protection for footings on the other piers. The work will be performed under a State Highway contract.

FAS 273, Modoc Road-Bybee Bridge Section, M.P. 4.6 - 5.3, shoulder washout and pavement damage, $4,900.
Repairs will be made by county forces.

FAS 274, Jackson Creek Section, M.P. 4.0, roadway washout, $1,800.
Flood waters of Jackson Creek washed out a section 200 feet long. The fill, surfacing, rip rap, and paving will be replaced by county forces.

ER/FAS-C/65-2
2/5/65

Counter part furnished
3-11-65

RECEIVED
FEB 9 19
ENGINEER
COUNTY & CITY DIVISION

BRIDGE PROJECT REQUESTED BY JACKSON COUNTY Date Feb. 5, 1965

Is this to be a County project? ___Yes X No

Is this to be an FAS-C project? X Yes ___No ER

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Table Rock Road

   FAS Number ~~273~~ 15-104

2. Name of river or stream Rogue River

3. Name of bridge Bybee

4. Location (Please attach map with location marked):

   Section 13 Township 36S Range 2 W. W.M.

5. Desired width of bridge -------

6. Are sidewalks desired? ___Yes ___No

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes ___No

    If "Yes," explain type desired:

11. Will County furnish any materials for bridge? ___Yes X No

    Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No Not required

13. Will County run survey and furnish vicinity map? ___Yes ___No Not required

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? ___Yes _X_No

17. Will detour be required? ___Yes _X_No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? ___Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes ___No

22. State width of traveled roadway:_____ Width of shoulders:_____

23. Will additional right-of-way be required? ___Yes _X_No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? _X_Yes ___No

27. Will old bridge be removed by contractor? ___Yes ___No

28. Will old bridge be removed by County? ___Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? _X_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes ___No

33. Does County wish complete job of illumination in project? ___Yes ___No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __X__No Size_____

(b) Sanitary sewer mains: ___Yes __X__No Size_____

(c) Storm sewer: ___Yes __X__No Size_____

(d) Gas mains: ___Yes __X__No Size_____

(e) Power lines: ___Yes __X__No

(f) Telephone lines: ___Yes __X__No

(g) Other utilities? None

35. What is desired date for letting? As soon as possible

Remarks This project consists of reconstruction of one bridge pier and protection of existing pier foundations due to damage by December 21, 1964, flood.

By Robert B Carstenson
County Engineer -

By Earl M. Miller
County Judge

3-1616 Traffic Signal Instal. at inter- 1965
sec. of State St. (Oswego Hwy)
#6704 and N. Shore Road

CHA 3913

RECEIVED
JUN 13 1966
FOR FILING
3-1616
6704

June 13, 1966

4727

Mr. G. W. Kolling
Northwest District Manager
The Union Metal Manufacturing Company
Room 202, Sylvan Building
2035 S. W. 58th Street
Portland, Oregon 97221

Dear Mr. Kolling:

I have your letter of June 1 concerning what you term a penalty due to use of welded extensions of the mast arms on the Lake Oswego traffic signal project.

In checking this out, I find that your company's Drawing No. LS-10,000 was submitted in compliance with the specifications. This drawing was returned with the notation clearly indicated thereon that the welded extension would not be acceptable, but that the mast arm was to be one piece and tapered throughout its length. If you or your contractor wished to take exception to this, it should have been done at that time.

However, the contractor proceeded to furnish poles with welded extensions which were not in compliance with the shop drawings. Our people in the field were faced with two alternatives - (1) rejecting the poles or (2) accepting them at a reduced price. The contractor elected to proceed under the second alternate.

We feel very strongly that the supplier and/or contractor are not in compliance with good practice when material is furnished which is not in compliance with the approved shop drawings. It will be necessary that we continue to offer the alternative of accepting the material at a reduced price or having the contractor replace it with specification material.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young**
Ivan Marchant**
L. W. Rulien

**enc.

TE:jwa

FORM E-30 50M 3-65 SP°6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

June 9, 1966

SUBJECT: Assignment 4727-Edwards
Oswego Traffic Signal
Contract 6704

To: Mr. Tom Edwards
Assistant State Highway Engineer
Salem

Attention: Victor D. Wolfe

The subject assignment consists of a letter from The Union Metal Manufacturing Co., the supplier of the signal poles on our Lake Oswego traffic signalization contract. The prime contractor on this project was Trowbridge Electric of Roseburg, and our dealings and negotiations on this project were, of course, undertaken with the prime contractor.

Union Metal is concerned with a penalty assessed the contractor due to his furnishing poles which we felt did not conform to the specifications for this job. Now the contractor, or rather his supplier, did furnish the Salem Bridge Division with their Drawing LS-10,000, and this drawing did indicate a welded extension on the mast arm. Notations were made on the shop drawings which clearly indicated that the mast arm was to be one-piece construction tapered from end to end and that the welded straight pipe extension would not be satisfactory. The corrected shop drawings were then returned to the contractor and/or his supplier with the above-mentioned notations. Nevertheless, the poles with the welded extensions were furnished to the job.

We advised the contractor that he could either supply poles which conformed or use the poles supplied,with the $100 penalty. It was the contractor's election to sign the necessary Price Agreement and accept the $100 penalty. I must admit that in a penalty situation such as this the designation of a penalty amount is somewhat arbitrary. However, under the circumstances the $100 appeared to be about right. A lesser amount would have been meaningless; a greater amount could not have been negotiated. This amount was negotiable and as evidenced by this assignment must have made an impression on the supplier.

Attached is a suggested rough draft of a reply.

L. W. Rulien
Division Engineer

LWR:lh

RECEIVED
JUN 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

UNION METAL

THE UNION METAL MANUFACTURING CO.

Quality Products Since 1906

CANTON, OHIO 44705 • AREA CODE 216 • TELEPHONE 454-6111

PLEASE REPLY TO—
ROOM 202 - SYLVAN BLDG.
2035 S. W. 58TH STREET
PORTLAND, OREGON 97221
TELEPHONE: CApitol 6-4333

June 1, 1966

Mr. Thomas Edwards,
Deputy Chief Engineer,
State of Oregon Highway Department,
State Highway Building,
Salem,
Oregon.

RECEIVED
JUN 3 1966
TRAFFIC ENGINEERING

Subject: State of Oregon Contract 6704
Traffic Signal Installation
Lake Oswego, Oregon

Dear Tom:

I am writing you concerning a matter involving the subject project, which is of vital concern to us. We furnished for this project two (2) traffic signal poles, having 20' mastarms, to be in accordance with your drawing 1489 (copy attached). Note that the traffic signal arm on this drawing has the general appearance of a continuously tapered member. Also attached is a copy of our drawing LS-10000, which indicates the general configuration of the pole and mastarm we furnished. Finally, attached is a "Price Agreement" form applicable to this contract and penalizing these poles $100.00 each, for the following reason, as stated on this form:

"The 20 ft. steel traffic signal mast arms furnished for this project are structurally sound, but do not comply in appearance to mast arms shown on T.M.D. Drawing No. 1489 or as set forth under Article 605-3.2 on page 5 of the Contract Special Provisions."

Note on your drawing 1489 the following notation:

"This drawing is intended to indicate general design only in so far as equipment is concerned. It is not to be construed as being an exact representation inasmuch as details of design will vary among manufacturers."

Because of the rate of taper of our mast arm, it is necessary to extend the last few feet with 2" round pipe, resulting in an arm having the majority of its length tapered and the outer portion straight, with the length of this straight section varying with the total span of the arm.

Very truly yours,
L. W. Pelion

Our management is vitally concerned with this penalty for two reasons. First, although your drawing states that this continually tapered arm is to indicate general design, only, and recognizes that details of the design will vary among manufacturers, someone apparently has the authority, at the job site, to override plans and specifications and accept or reject materials at their discretion.

The second factor, with which we are more vitally concerned, is the fact that these two (2) poles are worth approximately $150.00 each, as the contractor's net cost and yet someone in the field apparently has the authority to establish the amount of "fine" to be imposed, which, in this instance, is two-thirds the value of the total assembly based, not on a structural consideration, but on the appearance of the member and in spite of the fact that his drawing 1489 stated that details of design will vary among manufacturers. We are presently in the process of furnishing a large quantity of poles to the electrical sub-contractor, and all of the sign structures to the signing contractor, on the Stadium Freeway. Large sums of money are involved and our management is, of course, vitally concerned over the fact that two-thirds of the value of a product can be established as a penalty for the esthetic value of the product, even though it technically meets all the requirements of the plans and specifications. I would very much appreciate your commenting on the technical correctness of this penalty and the procedure involved in establishing the amount of such a penalty.

Your consideration would be greatly appreciated.

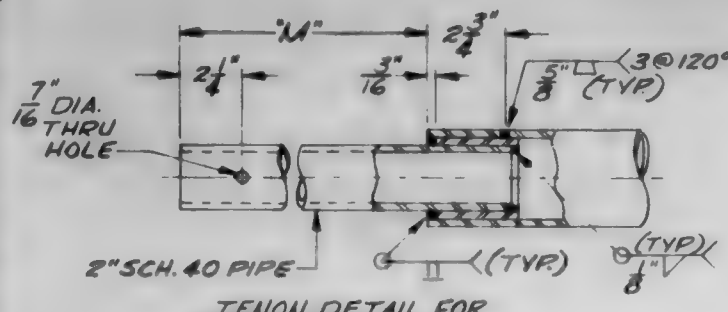
Very truly yours,

THE UNION METAL MANUFACTURING COMPANY

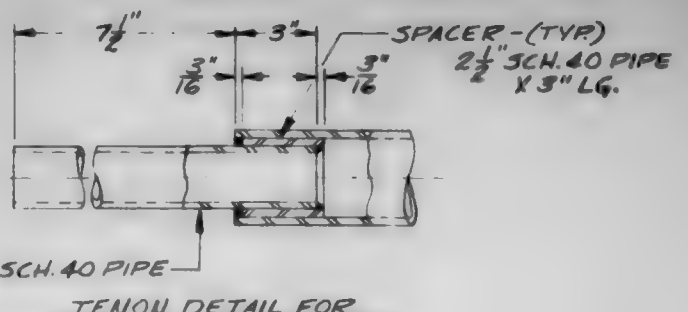
G. W. Kolling,
Northwest District Manager.

GWK:gh
enc: 3

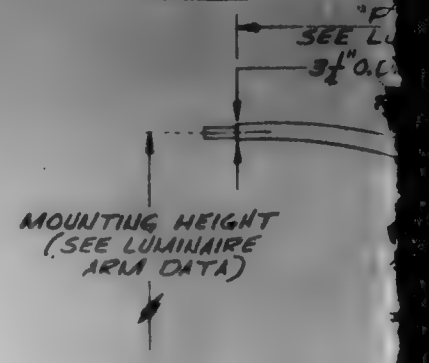
RECEIVED
JUN 3 1955
OFFICE OF
STATE HIGHWAY ENGINEER

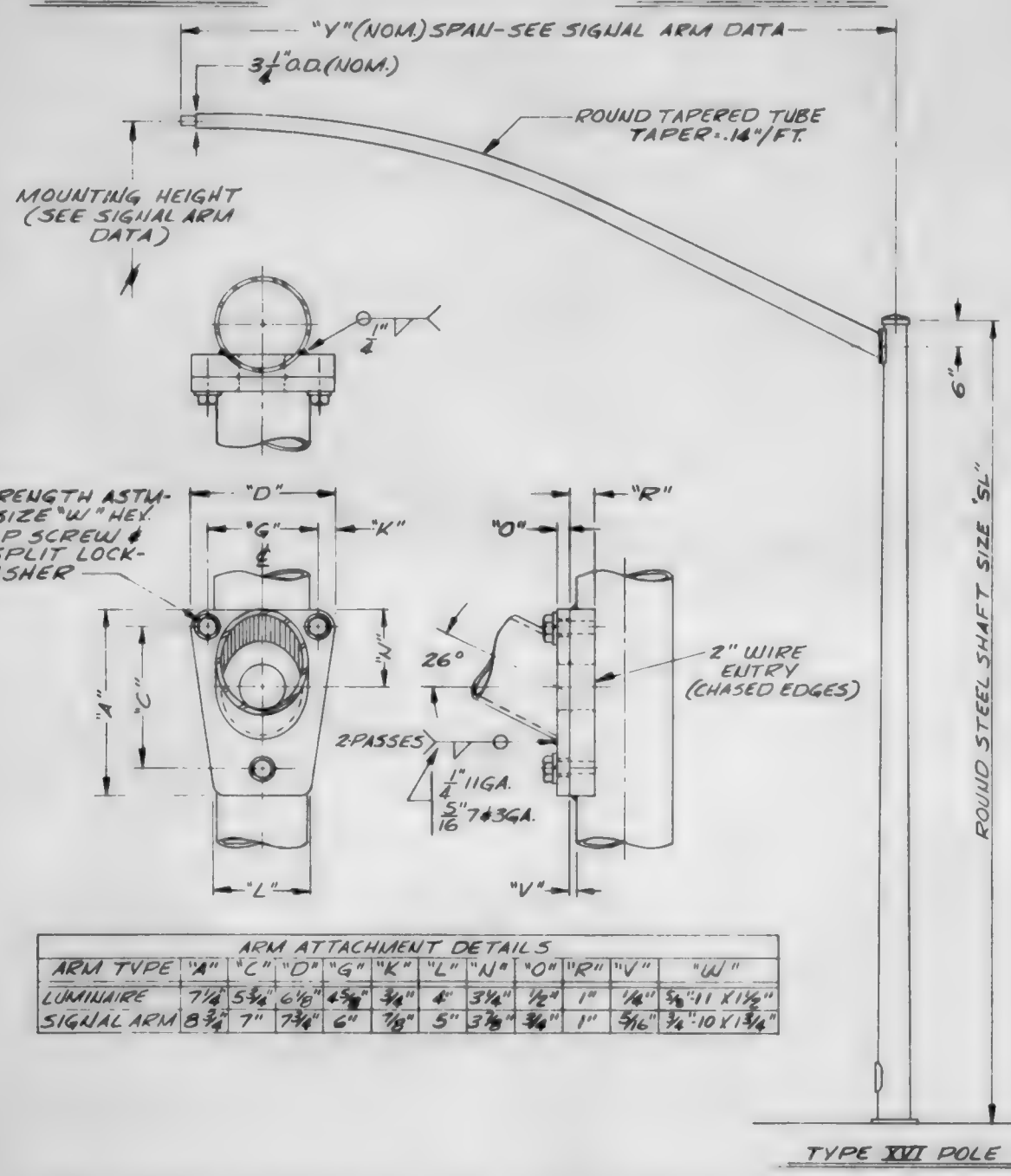


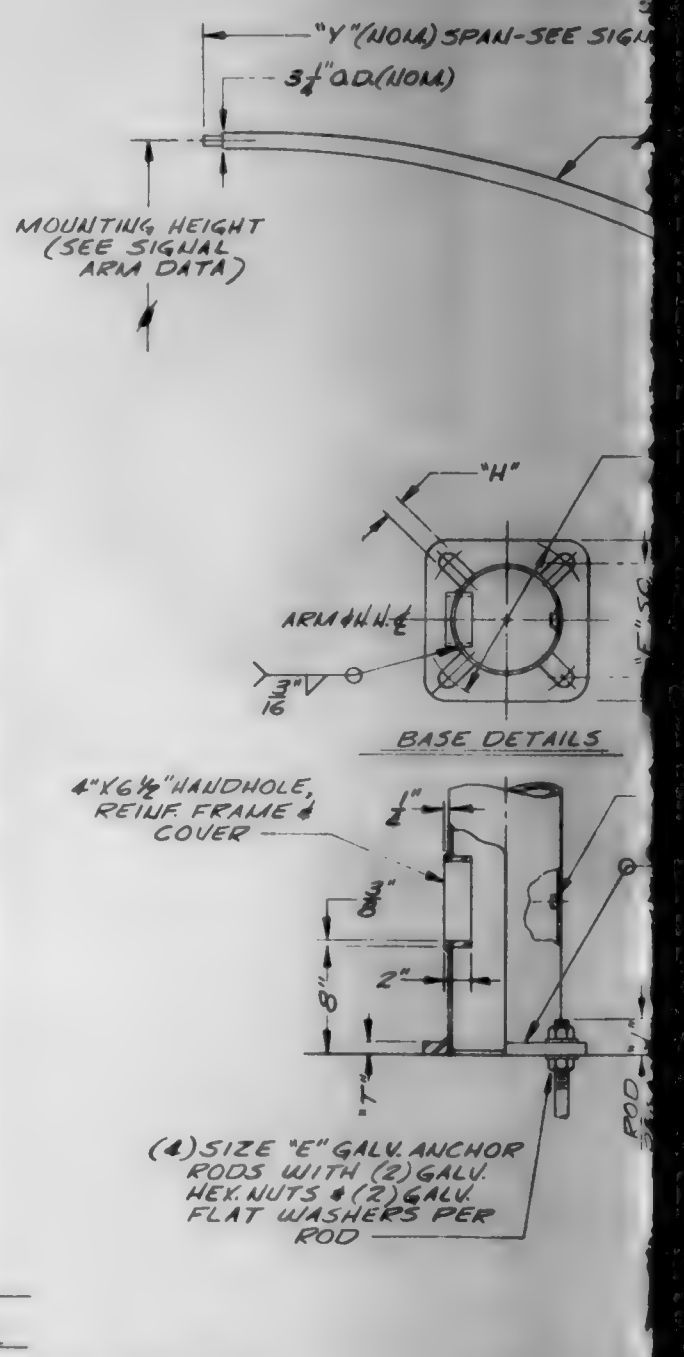
TENON DETAIL FOR "Y" SIGNAL ARM



TENON DETAIL FOR "P" LUMINAIRE ARM







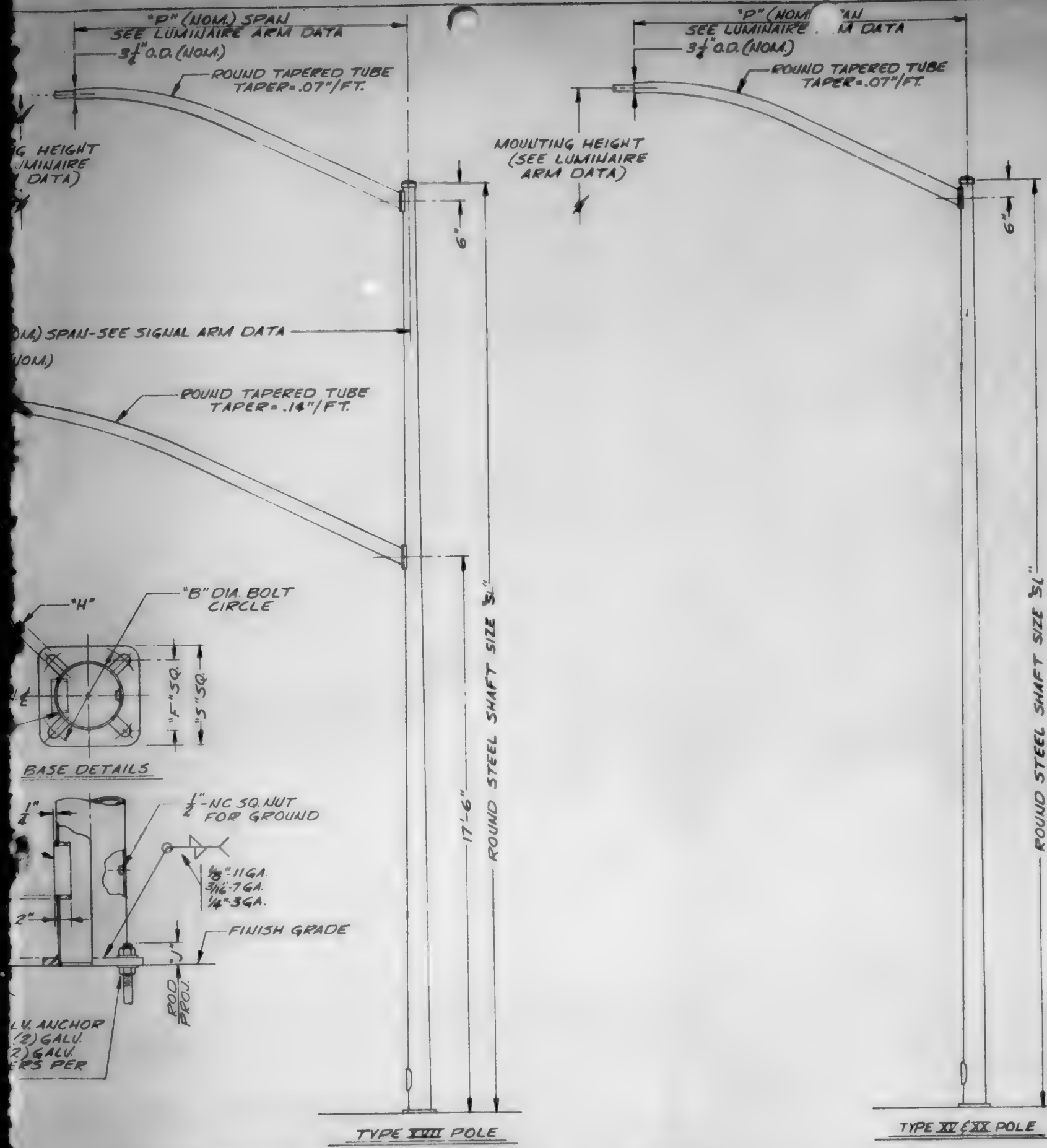
TYPE XVII POLE

ARM ATTACHMENT DETAILS											
ARM TYPE	"A"	"C"	"D"	"G"	"K"	"L"	"N"	"O"	"R"	"V"	"W"
LUMINAIRE	7 1/4"	5 3/4"	6 1/8"	4 5/8"	3/4"	4"	3 1/4"	1/2"	1"	1/4"	5/8"-11 X 1 1/2"
SIGNAL ARM	8 3/4"	7"	7 3/4"	6"	7/8"	5"	3 3/8"	3/4"	1"	5/16"	3/4"-10 X 1 3/4"

DESIGN NUMBER (SEE NOTE #1)	TYPE	SHAFT SIZE "SL"	ARM ATTACHMENT		BASE PLATE						ANCHOR RODS SIZE "E"
			LUMINAIRE ARM SPAN	SIGNAL ARM SPAN	"T"	"S"	"F"	"B"	"H"	"J"	
FS11286P__	XV	11GA. 8.0" x 4.01" x 28'-6"	4'-0" TO 15'-0"	—	1"	11½"	7 3/4"	11"	1¼"	2¾"	1" x 36" x 4"
FS11359P__	XX	11GA. 9.0" x 4.0" x 35'-9"	4'-0" TO 15'-0"	—	1"	12"	8 1/8"	11½"	1½"	2¾"	1¼" x 44" x 4
FS1118Y__	XVII	11GA. 8.0" X 5.48" X 18'-0"	—	15'-0" TO 20'-0"	1"	11½"	7¾"	11"	1¼"	2¾"	1" X 36" X 4"
FS7286P__Y__	XVII	7GA. 8.0" X 4.01" X 28'-6"	6'-0" TO 15'-0"	15'-0"	1"	11½"	7¾"	11"	1½"	3"	1¼" X 44" X 4"
			6'-0" TO 12'-0"	18'-0"							
			6'-0" TO 10'-0"	20'-0"							
FS3286P__Y__		3GA. 8.0" X 4.01" X 28'-6"	15'-0"	18'-0"	1¼"	11½"	7⅜"	11"	1½"	3"	1¼" x 44" x 4"
			12'-0" TO 15'-0"	20'-0"							

SPAN (NOM)
4'-0"
6'-0"
8'-0"
10'-0"
12'-0"
15'-0"

SPAN (NOM)
15'-0"
18'-0"
20'-0"



TYPE XVIII POLE

TYPE XV & XX POLE

"P" LUMINAIRE ARM DATA

SPAN (NOM)	TUBE SIZE	MTG. HGT. TYPE XV & XVIII	MTG. HGT. TYPE XX
4'-0"	11GA. 3.48" X 3.2" X 4'-0 1/4"	29'-3" ±1"	36'-6" ±1"
6'-0"	11GA. 3.63" X 3.2" X 6'-2 3/16"	30'-0" ±1"	37'-3" ±1"
8'-0"	11GA. 3.77" X 3.2" X 8'-2 3/4"	30'-6" ±1"	37'-9" ±1"
10'-0"	11GA. 3.93" X 3.2" X 10'-4 7/8"	31'-4" ±1"	38'-7" ±1"
12'-0"	11GA. 4.08" X 3.2" X 12'-7 3/4"	32'-3" ±1"	39'-6" ±1"
15'-0"	11GA. 4.29" X 3.2" X 15'-8"	32'-9" ±1"	40'-0" ±1"

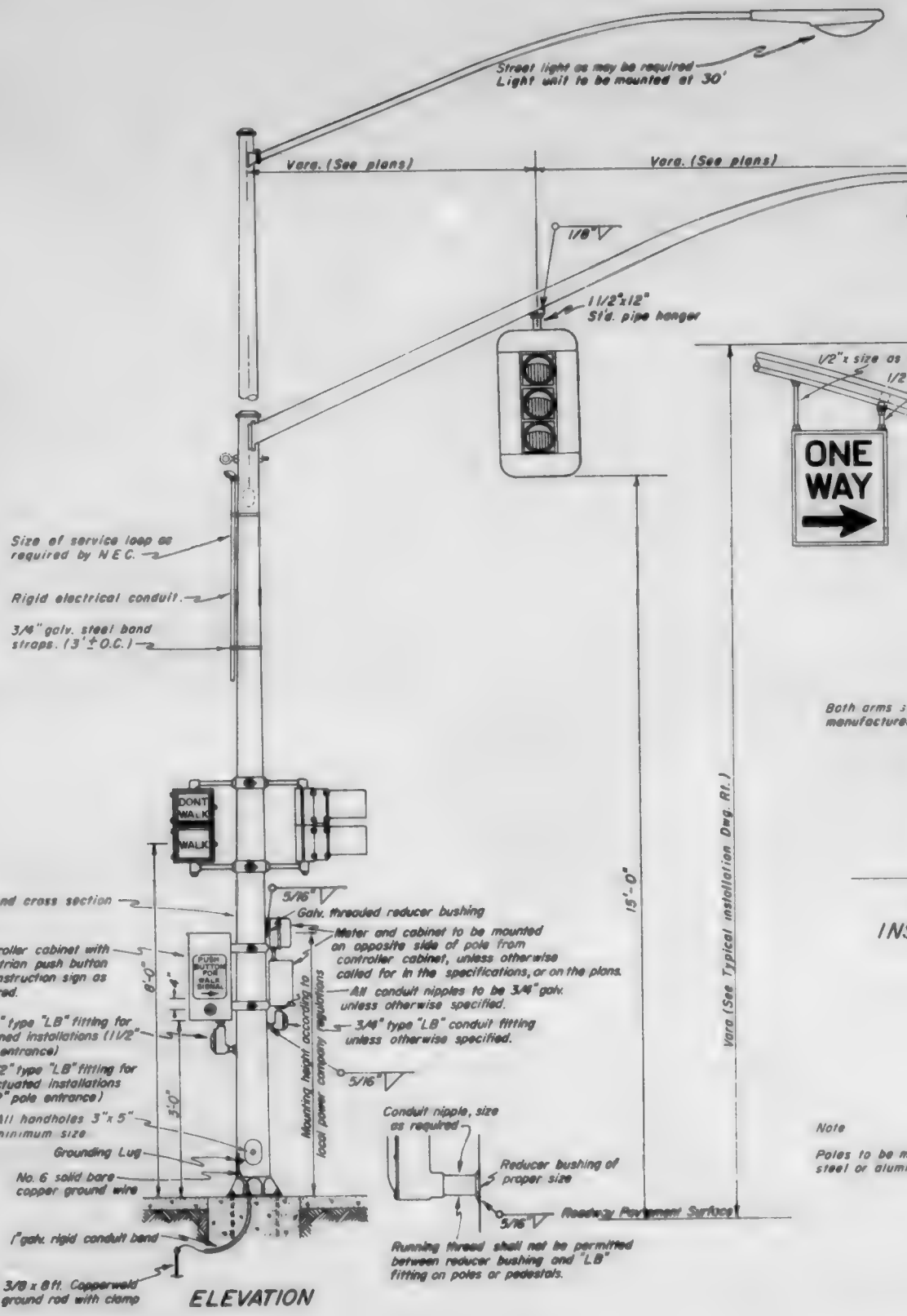
"Y" SIGNAL ARM DATA

SPAN (NOM)	TUBE SIZE	MOUNTING HEIGHT	TENON "M"
15'-0"	11GA. 5.34" X 3.2" X 15'-3 1/2"	22'-3" ±1"	4"
18'-0"	11GA. 5.80" X 3.2" X 18'-5 7/8"	23'-3" ±1"	4"
20'-0"	7GA. 5.90" X 3.3" X 18'-5 7/8"		28"

NOTES:-

1. TO COMPLETE DESIGN NUMBER INSERT ARM SPANS DESIRED IN APPROPIATE BLANK SPACES. "P" DENOTES LUMINAIRE ARMS & "Y" DENOTES SIGNAL ARMS. EXAMPLE:- FS 7286 P12 Y18 DENOTES 7GA. POLE 28'-6" HIGH WITH A 12 FT. LUMINAIRE ARM & A 18FT. SIGNAL ARM. REFER TO CHART FOR ARM DATA.
2. MINIMUM YIELD STRENGTH = 48,000 PSI AFTER FABRICATION. (ARM & SHAFT TUBES)

R-3	ADDED TYPE XX DESIGN AND DATA TABULATION	F.A.	SCALE ~	REFERENCE DWG. LA00002 TC-10001	TITLE STEEL POLES "FS" SERIES
R-2	LUMINAIRE ATTACH SCR. WAS ½"-13 SIGNAL ATTACH SCR. WAS ⅝"-11	MBS 7-2-65	DRAWN J.H. 5-21-64 CHECKED 5-25-64 APPROVED 5-27-64	FINISH GALVANIZED	
R-1	CHANGED BASE DIM. OF DES. FS 7286 PY	H.F.O. 10-1-64	PACIFIC UNION METAL DIVISION UNION METAL MANUFACTURING CO. EGBERT DOMINGUEZ ST. LONG BEACH 1, CALIF.		DRAWING NO. LS-10000

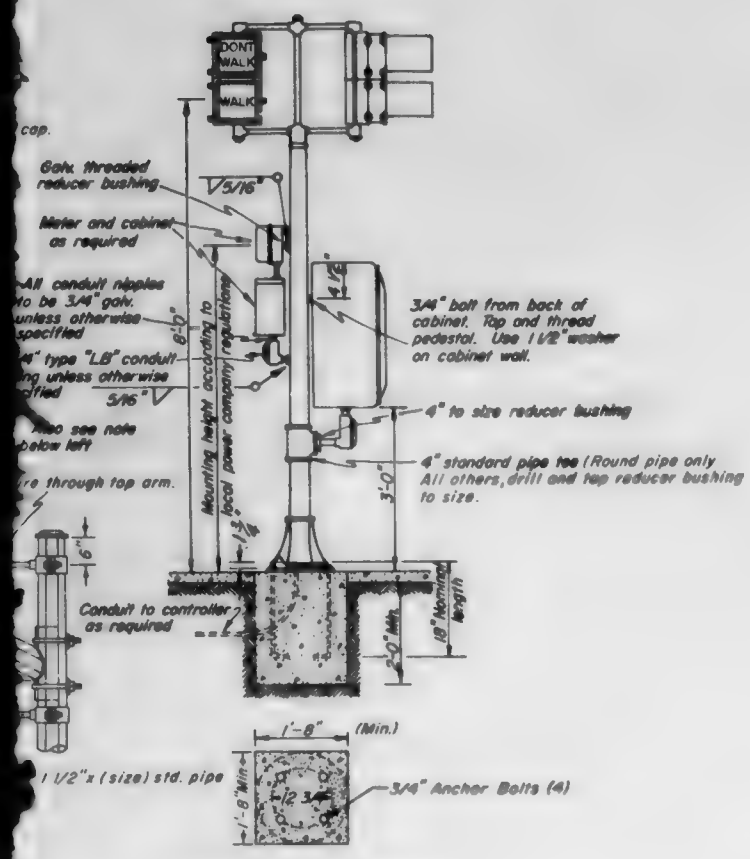

Street light as may be required
Light unit to be mounted at 30'
Vers. (See plans)
Vers. (See plans)
1 1/2"x12" Std. pipe hanger
1 1/2"x12" Std. pipe hanger
1/8" V
1/8" V
1/2"x size as required to level
1/2"x 6" std. pipe nipple.
This handhole required with street light pole only.
ONE WAY
1/8" V
1/8" V
Thimbleye bolt for overhead power service as required.
Size of service loop as required by N.E.C.
Rigid electrical conduit.
3/4" galv. steel bond straps. (3' ± O.C.)
DONT WALK
WALK
Round cross section
5/16" V
Galv. threaded reducer bushing
Meter and cabinet to be mounted on opposite side of pole from controller cabinet, unless otherwise called for in the specifications, or on the plans.
All conduit nipples to be 3/4" galv. unless otherwise specified.
3/4" type "LB" conduit fitting unless otherwise specified.
5/16" V
Controller cabinet with pedestrian push button and instruction sign as required.
6'-0"
4"
1 1/2" type "LB" fitting for prefimed installations (1 1/2" pole entrance)
2 1/2" type "LB" fitting for all actuated installations (2 1/2" pole entrance)
3'-0"
All handholes 3"x 5" minimum size
Grounding Lug
No. 6 solid bare copper ground wire
Mounting height according to local power company regulations
15'-0"
Vare (See Typical installation Dwg. Rt.)
Conduit nipple, size as required
Reducer bushing of proper size
5/16" V
Roadway Pavement Surface
Running thread shall not be permitted between reducer bushing and "LB" fitting on poles or pedestals.
1/2" galv. rigid conduit bend
3/8 x 8 ft. Copperweld ground rod with clamp
ELEVATION
Both arms same manufacturer.
30'
15'
TYPICAL INSTALLATION
Weather-tight removable cap.
Galv. threaded reducer bushing
Meter and cabinet as required
Nut of required size
Thimbleye bolt to extend through pole. For overhead power service where needed
1/8" V
All conduit nipples to be 3/4" galv. unless otherwise specified
3/4" type "LB" conduit fitting unless otherwise specified
5/16" V
Also see note below left
Pole extended as required.
Wire through top arm.
1-1/2"x 12" std. std. pipe.
45°
6"
6
Conduit to controller as required
1-1/2"x (size) std. pipe
1/8" V
15'-± to pavement
Adjust brackets to clear all most arm appurtenances.
BRACKET MOUNTED SIGNAL DETAIL
DONT WALK
WALK
Octangular cross section.
5"x8"x12" Terminal cabinet as required.
Pedestrian Push Button attached to pole as required
4'-
Push button instruction sign
5'-0"
3'-8"
3"x5" (minimum) handhole with 1/4" steel strap welded to pole opening.
3 3/4"x 6" (minimum) No. 10 ga. cover plate with bolt and holding bar.
9"
Handhole required only where conduit enters pole footing. Handhole to be placed on side of pole not facing an adjacent travel lane.
Conduit size and number as required by plans
To power source as required
Conduit to detector as required
No. 3 hoops about 1'-6" on centers.
5-No. 4 bars
Tie anchor bolts in place at bottom
Note
Poles to be manufactured of structural steel or aluminum.

SIGNAL INSTALLATION DETAILS

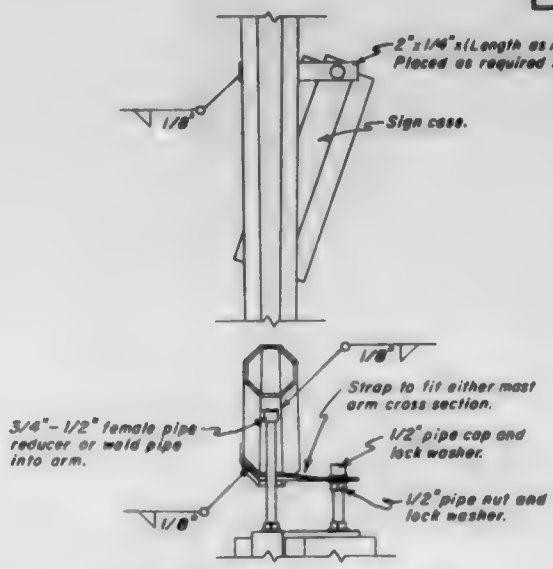
NOTE: This drawing is intended to indicate general design only in so far as equipment is concerned. It is not to be construed as being an exact representation inasmuch as details of design will vary among manufacturers.

Index No. 8-1-1a

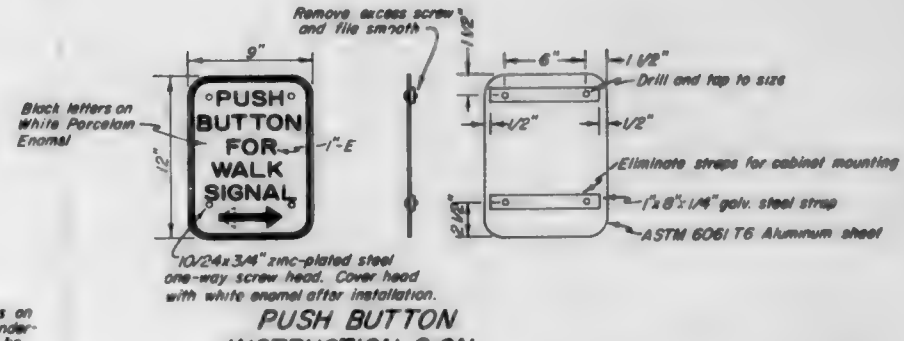
TRAFFIC SIGNAL INSTALLATION TYPICAL DETAILS				SHEET NO.
FED. ROAD DIV. NO.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
	OREGON			See Index


DON'T WALK
WALK
cap.
Galv. threaded reducer bushing
5/16"
Meter and cabinet as required
All conduit nipples to be 3/4" galv. unless otherwise specified
3/4" type "LB" conduit ing unless otherwise ified
5/16"
Also see note below left
re through top arm.
6'-0"
Mounting height according to local power company regulations
1 1/2"
3/4" bolt from back of cabinet. Tap and thread pedestal. Use 1 1/2" washer on cabinet wall.
4" to size reducer bushing
4" standard pipe tee (Round pipe only All others, drill and tap reducer bushing to size.
3'-0"
1'-6"
Conduit to controller as required
2'-0" Min.
18" Nominal length
1'-8" (Min.)
1 1/2" x (size) std. pipe
1'-8" Min.
12 3/4"
3/4" Anchor Bolts (4)

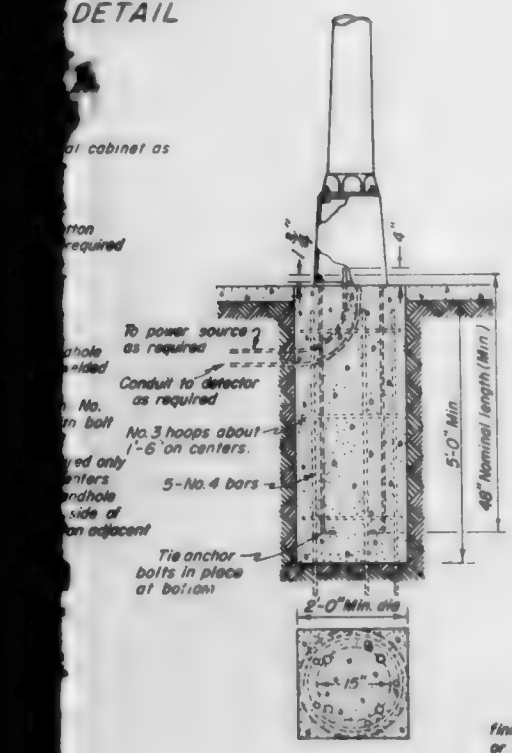
PEDESTRIAN SIGNAL PEDESTAL


2" x 1/4" x (Length as required) steel strap. Placed as required by street angle.
1/8"
Sign case.
1/8"
Strap to fit either mast arm cross section.
3/4" - 1/2" female pipe reducer or weld pipe into arm.
1/2" pipe cap and lock washer.
1/2" pipe nut and lock washer.
1/8"

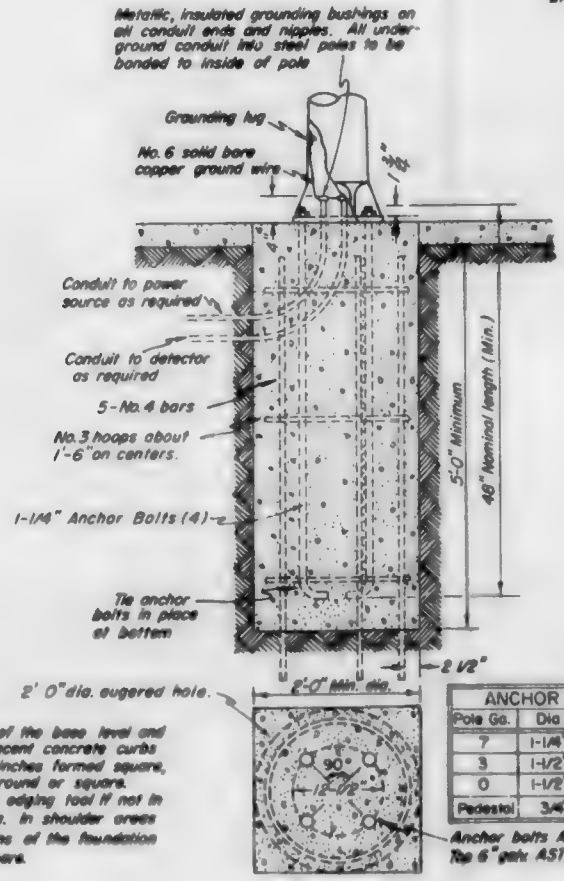
SIGN ADJUSTMENT DETAIL



PUSH BUTTON INSTRUCTION SIGN



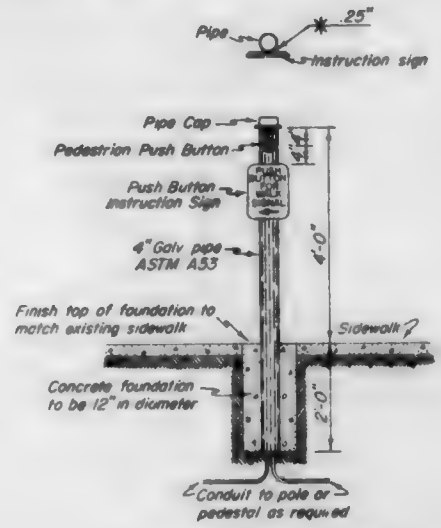
IL BASE


Metallic, insulated grounding bushings on all conduit ends and nipples. All underground conduit into steel poles to be bonded to inside of pole
Grounding lug
No. 6 solid bare copper ground wire
1'-6"
Conduit to power source as required
Conduit to detector as required
5-No. 4 bars
No. 3 hoops about 1'-6" on centers.
1-1/4" Anchor Bolts (4)
Tie anchor bolts in place at bottom
5'-0" Minimum
48" Nominal length (Min.)
2 1/2"
2'-0" Min. dia.
2' 0" dia. augered hole.
90°
12 1/2"
Anchor bolts ASTM A7
Top 6" galv. ASTM A307

Pour the top of the base level and finish to match adjacent concrete curbs or walls. Tip four inches formed square, remainder may be round or square. Finish corners with edging tool if not in walk or paved area. In shoulder areas all exposed portions of the foundation shall be formed square.

ANCHOR BOLT SIZE		
Pole Ga.	Dia	Tensile Strength
7	1-1/4"	65,000 lb./in.²
3	1-1/2"	65,000 lb./in.²
0	1-1/2"	90,000 lb./in.²
Pedestal	3/4"	65,000 lb/in.²

POLE FOOTING DETAILS



PIPE INSTALLATION

	DATE	INITIAL	REVISION
Revised	6/64		Pole taper, weld size and anchor bolt size changed
Revised	10/64		Foundation dimension.
Revised	1/65		Mast arm assign
Revised	2/65		Push button & Post detail added
Revised	6/65		Reinforcement bar sizes
Revised	2/66		Anchorbolt Projection
Revised			
Revised			

APPROVED:
[signature]
ASST. STATE HIGHWAY ENGINEER
5/11/64
DATE

APPROVED:
L. E. George
TRAFFIC ENGINEER
4/30/64

T.E.D. Drw'g. No. 1489

RECEIVED
MAR 2 3 1966
FOR FILING

3-1616

6704

March 22, 1966

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

A post-final payment for $780 will be made to Trowbridge Electric Company on Contract No. 6704 for traffic signal installation in the city of Oswego on the Oswego Highway in Clackamas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $8,259.00 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
530 S.E. Rose
Roseburg, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
APR 11 1966
FOR FILING
G-1616
6704

March 9, 1966

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission at its meeting on March 8 considered your request for an extension of time on Contract No. 6704 for traffic signal installation in the city of Oswego on the Oswego Highway in Clackamas County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of time to January 26, 1966, without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. W. Rulien
Wm. Ikola
I. D. Merchant
L. H. Young
C. H. Maison

Form E-320—2M—9-61

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date ....February 2....., 1966...

Gentlemen:

We, the undersigned, respectfully request an extension of ....26..... days time, from ....January 1....., 1966....., to ....January 26....., 19..66.., within which to complete our Contract No. ....6704....., described as follows:

Oswego T. S. Installation, Clackamas County

The above request is based upon the following reasons:

1. Abnormal weather conditions during and beyond the scheduled contract completion date. (see attachment)
2. Delay of receiving pole shop drawings approved. (see attachment)

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 16 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Respectfully submitted,

TROWBRIDGE ELECTRIC CO.
Contractor

By William H. Sims
William H. Sims, Vice President

CONSENT OF SURETY

Date .....February 2,....., 19..66...

We, ...ST. PAUL FIRE AND MARINE INSURANCE COMPANY.....

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

J. K. Bailey
Attorney-in-fact
BAILEY & DE BERNARDI INSURANCE, INC.

(SEAL)

J. K. Bailey
Resident Agent

State Printing 78755.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6704 Contractor Trowbridge Electric Co.

Highway Oswego

Section Oswego

Kind of Work Traffic Signal Installation

It is recommended that such extension be granted as requested under the following terms and conditions:

Requested extension be granted without assessment of liquidated damages.

Recommended for Approval:

R. H. Baney
Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

Chas. H. Swick
State Highway Engineer

Contract No.	6704
Project designation	State (State—Federal)
Date awarded	September 28, 1965 (~~November~~)
Work started	November 22, 1965
Per cent completed	100% Jan. 26, 1966 (Date)
Specified completion date	December 31, 1965
Previously extended to	
Extension requested to	January 26, 1966

Attachment No. 1

We were unable to complete the painting during the contract time because we were not allowed to do this work as a result of weather conditions. We find that the rainfall for December of 1965 was almost one inch greater than the average of any December in the last ten years and that the average daily temperature was 2.3 degrees lower than the average in any December for the previous ten years. This temperature rating was 39 degrees. Had the weather been normal or above normal we would have been able to complete the painting during the month of December.

In January the first fourteen days were days in which we were not allowed to paint as a result of weather conditions. The 15th and 16th of January were indicated to be fair days but since they were Saturday and Sunday we were unable to coordinate this information in time to accomplish any painting. The 17th was a questionable weather day and the 18th we did do some painting. The 19th and 20th were too cold to paint and on the 21st we were able to do some more of the painting. The 22nd, 23rd, and 24th we were not allowed to paint and on the 25th and 26th we completed the painting.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 16 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Second Attachment: The shop drawings for the poles and arms prepared by the Pacific Union Metal Company were dated approved on the 20th of October 1965, but we did not receive them until the 5th of November. This constituted a delay of at least fifteen days in the fabrication of the poles which subsequently delayed the completinn of the job by a like amount of days.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 16 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
MAR 4 - 1966
FOR FILING
3-16.16
6711

March 4, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 11
March 8, 1966 meeting

Gentlemen:

Trowbridge Electric Company, contractor for the installation of traffic signals at State Street (OR43) at North Shore Road in Gwego on the Oswego Highway in Clackamas County, Contract 6704, has requested that the specified completion date of December 31, 1965, be advanced to the actual completion date of January 26, 1966, without assessment of liquidated damages.

The contractor cites abnormal weather conditions during and beyond the scheduled contract completion date and a delay occasioned by the State in approving shop details for signal standards as reasons for his failure to complete the contract within the time specified.

The contractor's stated reasons are correct. Return of approved shop details for the signal standards was inadvertently delayed 14 days. This delay, with the resultant delay in delivery and erection of the standards, put the painting of the standards into weather conditions entirely unfavorable for such work.

The signals were put into partial operation December 30, 1965, and were in full operation on January 14, 1966. All painting work was completed on January 26, 1966.

Delay in return of approved shop details is a condition beyond the contractor's control. I recommend that the

contractor's request for the extension to January 26 be granted without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the March 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
C. H. Maison
L. W. Rulien
L. H. Young

CAG:jf bg

FEB 25 1966
FOR FILING
3-1616
6704

February 25, 1966

St. Paul Fire & Marine Insurance Company
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6704 awarded to Trowbridge Electric Company for traffic signal installation in the city of Oswego on the Oswego Highway in Clackamas County was completed on January 26, 1966, and accepted by the Highway Commission on February 24, 1966.

Final payment in the amount of $1,061.80 will be released to the contractor after March 4, 1966. The total contract amount is $7,479.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
830 S.E. Rose
Roseburg, Oregon

L. H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 24 1966

3-16/66
6704

February 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed January 26, 1966, on Contract No. 6704. The contract was with Trowbridge Electric Company and was for traffic signal installation on the Oswego Section of the Oswego Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 24, 1966, and that you concur in this procedure at the Commission meeting on March 4.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
L. W. Rulien

Bg

RECEIVED
NOV 1 - 1965
FOR FILING

3-16.14
6704

MISC. CONTRACTS and AGREEMENTS No. 7115

Agenda Item
4m-5
9-28-65

October 1, 1965

Mr. O. J. McGunigal
City Recorder
City of Lake Oswego
Lake Oswego, Oregon

Dear Sir:

We are enclosing for your records a fully executed copy of an agreement for traffic signal installation at intersection of State Street and North Shore Road in Lake Oswego.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: F. B. Crandall
(Conformed copy)

RECEIVED
SEP 30 1965

COMMISSION
SIGURD L. JACKSON, CHAIRMAN
MEDFORD
KENNETH O. FRADLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

3-1616
L714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6704 for the following project:

Traffic signal installation at intersection of State Street (Oswego Highway) and North Shore Road in city of Lake Oswego

This award was based on your bid of $8,459.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

tm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 26 1965
FOR FILING
3-1616
6704

August 25, 1965

Oregon State Highway Commission

Gentlemen:

The City of Lake Oswego has requested installation of a fully actuated traffic signal at the intersection of State Street (ORN43) and North Shore Road in that city. An investigation has indicated that such an installation is warranted.

An agreement has been prepared and executed with the City by which the State will install the signals at its expense with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The estimated cost of this installation is $12,000 to be taken from Miner Betterment Funds. A check in the amount of $6,000 has been received from the City of Lake Oswego its share of the cost of this project. Your approval of the agreement and authority for the Secretary to sign is recommended.

This matter will be on the agenda for the September 28 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. N. Bothman
L. W. Rulien

njc bg

RECEIVED
AUG 17 1965
FILING
13-4616
6704

August 16, 1965

Mr. John C. MacLean
852 "A" Avenue
Lake Oswego, Oregon

Dear Sir:

As per our discussion this morning, I attach hereto the accident report at State Street and North Shore Road. Your perusal of this diagram will obviously indicate what the basic trouble is at this point and that it can best be solved by the installation of a three-phase signal which allows for the left-turn movement while the other traffic is stopped.

Traffic counts in Average Daily Traffic for the years 1963 and 1964 are as follows:

Location	1963	1964
.01 of a mile south of Ninth Street	17,800	17,900
.01 of a mile south of North Shore Road	13,200	13,200

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter

bc/enc. F. B. Crandall
L. W. Rulien

TE:jwa

Attachment

cc/enc. Mr. Deane Seeger
City Manager

RECEIVED
AUG 18 1965

Oregon State Highway Department
Traffic Engineering Division
3-161 Accident Analysis

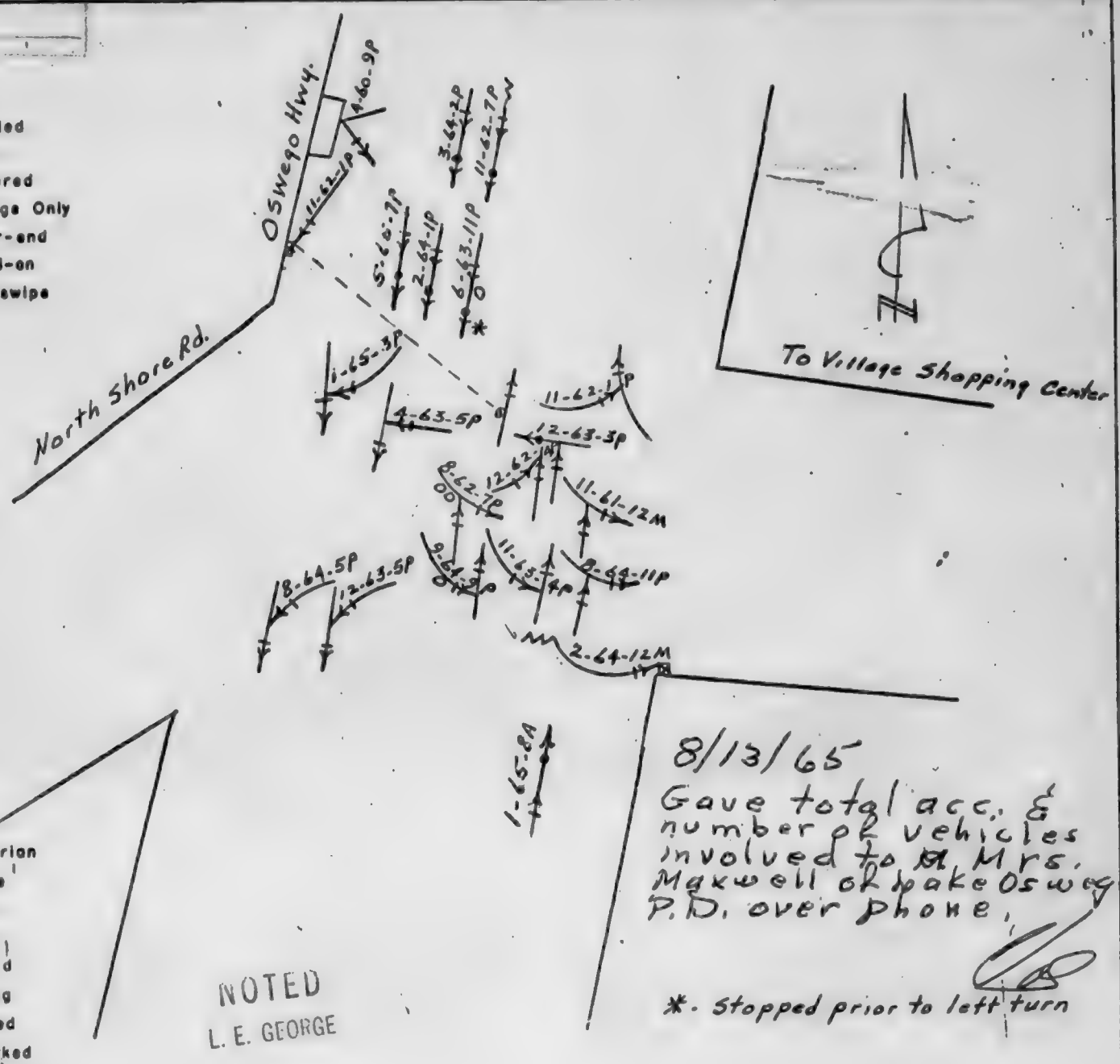
COLLISION DIAGRAM

City of Lake Oswego County Clackamas
Intersection of State St. and North Shore Rd.
Highway Number 3 (Ore 43)
Period Covered 1-1-60 to ~~12-31-64~~ 5-31-65
Compiled by VBC Drawn by _____ Date ~~8-13~~ 8-16-65

6704

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



8/13/65
Gave total acc. & number of vehicles involved to Mr. Mrs. Maxwell of Lake Oswego P.D. over phone.

*. Stopped prior to left turn

NOTED
L. E. GEORGE

NOTED
TOM EDWARDS

Collision Type	1960-1961				1962-1963				1964				5 mos. 1965				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle						1	1	2										1	1	2
Head-on																				
Rear-end						1	1	2			2	2			2	2		1	5	6
Sideswipe			1	1															1	1
Turning Movement			1	1		1	4	5		1	2	3			1	1		2	8	10
Parking																				
Non-collision																				
Fixed Object							1	1			1	1							2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL			2	2	-	3	7	10		1	5	6			3	3		4	17	21

Form E-260 — 2M — 11-45

3.1614

6704

JOHN C. MACLEAN
852 A AVENUE
LAKE OSWEGO, OREGON

August 13, 1965

State Highway Department
State of Oregon
Salem, Oregon

Attention: Tom Edwards
Assistant State Highway Engineer

Re: Traffic control signal; State Street & North Shore Road, Lake Oswego, Oregon

Dear Mr. Edwards:

The writer as one of the City Councilmen of Lake Oswego has for consideration a copy of your letter of 7-26-65 (photo-copy attached).

More particular reference is made to Paragraph #2 of your letter and to varying personal interpretations that are had within our city council and by interested business men who have their places of business adjacent to the subject inter-section.

The writer had, via a person-to-person telephone call this date, tried to reach you for clarification in his own mind of your exact intent of thought in the above referred to paragraph of your letter.

That you may have an opportunity to consider this matter prior to late morning or early afternoon Monday next 8-16-65 when the writer will again place a person-to-person call to you he felt it would be advantageous to you to have this communication.

Respectfully,

John C. MacLean
JCM:ac

cc; Mr. Deane Seeger, City Manager
Lake Oswego, Oregon

RECEIVED
AUG 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1965
FOR FILING
8-11-16
6704

July 26, 1965

Mr. Deane Seeger
City Manager
City Hall
Oswego, Oregon

Dear Mr. Seeger:

Reply is made to your letter of July 7 to Mr. L. W. Rulien concerning the installation of traffic signals at the intersection of State Street and North Shore Road in Lake Oswego.

Accident investigation does not indicate that a fixed-time signal at this intersection will prevent many accidents. It is our belief, as a matter of fact, that they will be increased. However, the increase will be in the rear-end collision category rather than the turn-type now experienced.

Notwithstanding our opinion, the State Highway Department will honor the request of the City of Lake Oswego for the installation of two-phase traffic signals. There are enclosed two copies of an agreement covering the proposed installation. If you will have the agreements executed by the proper City officials and return them to me, along with the City's check for $6,000, we will recommend to the Highway Commission that the project be approved and the lights installed.

I call your particular attention to the stipulation in the contract that if revision of the signal becomes necessary due to increased accidents, we will expect the City to pay the complete cost of the revision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. W. Rulien

TE:jwa

FORM E-20 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1965

SUBJECT: Request for Traffic Signals
State Street (ORE43) at N. Shore Road
Lake Oswego

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

There is attached correspondence from L. W. Rulien and the City on the above subject. The City has disapproved our plan of providing a left-turn refuge for the shopping center entrance and requests that two-phase signals be installed with no prohibition of parking.

Of the 18 reported accidents at this intersection, only 5 could have been prevented by the requested two-phase traffic signals. Five, and possibly nine, additional accidents could have been prevented with three-phase signalization.

The side-street traffic volumes are so low that the warrant for signals is marginal.

The two-phase signals requested by the City would not provide the best or safest operation. However, the City is reluctant to prohibit parking as would be necessary to provide for the left-turn movement into the shopping center on the east side of the highway.

There is attached a rough draft of a letter accepting the City's proposal. Also attached are two copies of an agreement. You will note that the State is to pay one-third rather than the customary one-half of the cost. This is because the east leg of the intersection is a private driveway, and it is believed that the City should collect one-third of the cost from the shopping center.

F. B. Crandall
Traffic Engineer

VPJ:ji
Attachments

RECEIVED
JUL 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1965
FORM E-30X—60M—1-65 SP*6418-734
FOR FILING
E. 1616
6704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
July 15, 1965

To: Mr. F. B. Crandall
Traffic Engineer
Salem

SUBJECT: Request for Cooperative Signalization
North Shore Road & State St.
Lake Oswego

Attached is a copy of a letter from Deane Seeger, City Manager of Lake Oswego, wherein he requests the installation of a two-phase traffic signal at the subject intersection. This has been the subject of continuing investigation, and the City has been presented with two proposals for channelization in order to provide refuge for left turning vehicles. Both proposals require the elimination of some parking on State Street. Due to the necessity of prohibiting parking, the City has declined them both and is now requesting a simple signal treatment. It is not believed that the signalization as requested by the City will greatly benefit the accident experience at this intersection; however, it would facilitate the entry of cars from North Shore Road onto and across the Oswego Highway.

Please advise me of the next step.

L. W. Rulien
Division Engineer

LWR/lh
Enc.

cc: Tom Edwards
Ron Failmezger

NOTED
JOM EDWARDS

RECEIVED
JUL 16 1965
OFFICE OF
STATE HIGHWAY ENGINEER

City of Lake Oswego

July 7, 1966

Mr. L. [illegible] Rulien, Division Engineer
Oregon State Highway Department
P. O. Box [illegible]
Portland, Oregon 97[illegible]

Re: Traffic Signal at State Street and North Shore Road

Dear Mr. Rulien:

Reference is made to your letter of 11 June concerning subject traffic signal installation.

By action of its City Council taken in regular session 6 July 1966 the City of Lake Oswego requests the State Highway Department to install and to participate with the City and benefitted property owners in financing a [illegible] overhead traffic signal at the intersection of State Street (Highway 43) and North Shore Road. It is the Council's position that this type of signal will meet the minimum requirements for protection of vehicular and pedestrians at this location.

Because this intersection constitutes one of the most hazardous traffic problems within the City, the City and Council respectfully request the [illegible] to [illegible] this installation. This office will be pleased to discuss the matter in further detail with your traffic engineer and to offer every assistance in implementing the City's request.

Sincerely,

Bonne Sanger
City Manager

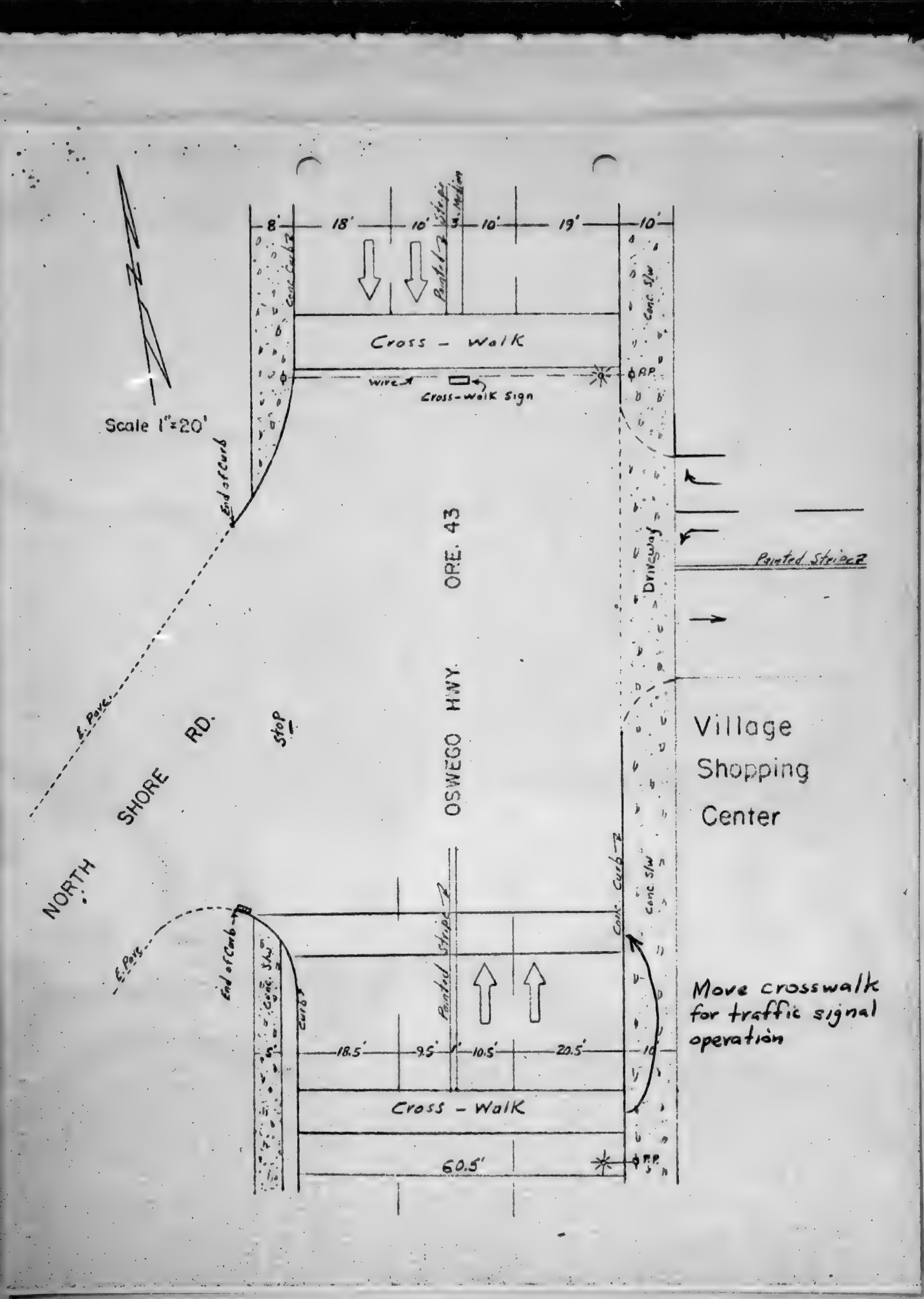
DB:ra

DIVISION NO. 1
RECEIVED
JUL [illegible] 1966
NOTED [illegible]

For any comments!

CITY OF LAKE OSWEGO

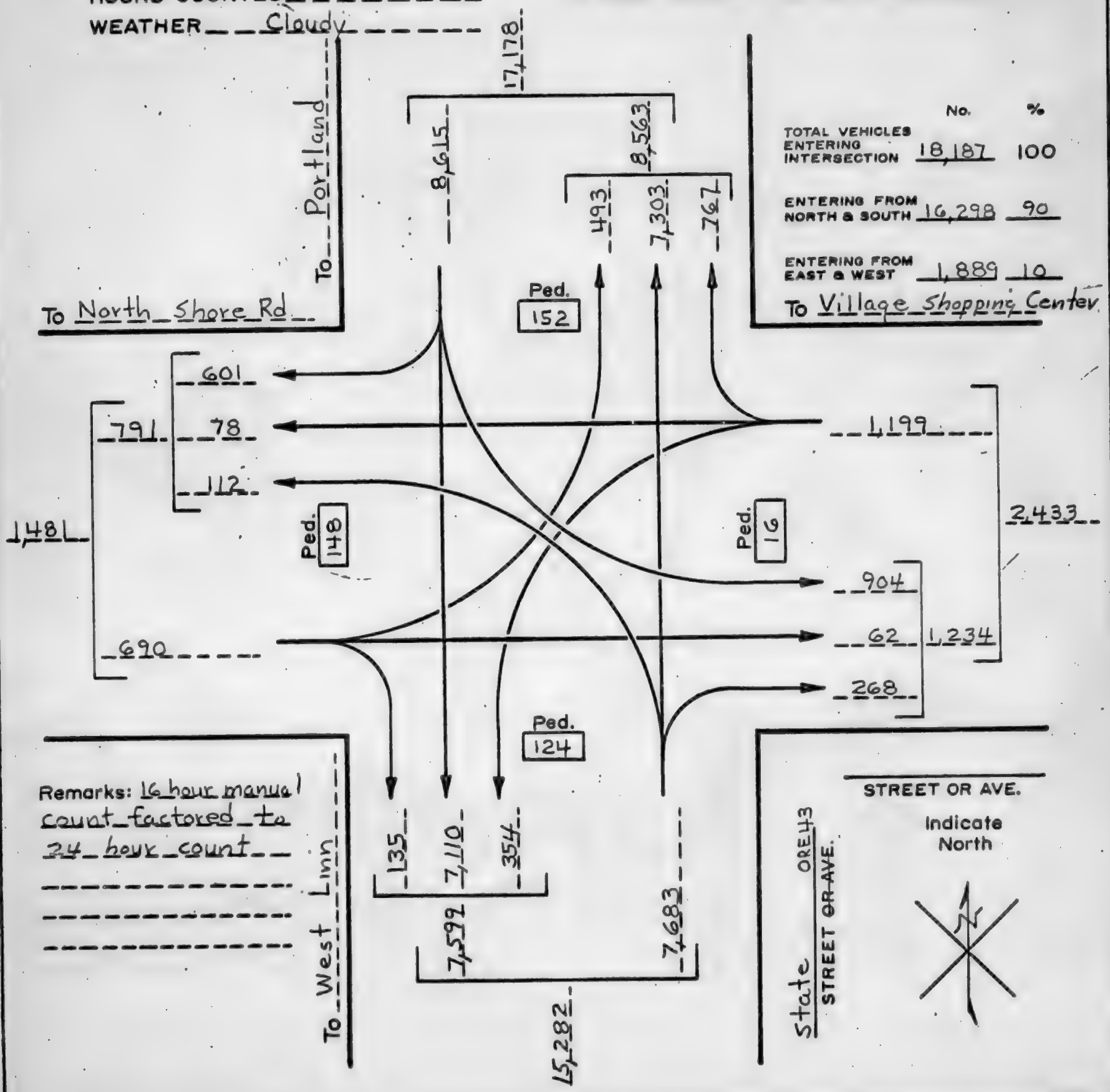
LIVE WHERE YOU PLAY


Scale 1"=20'
8'
18'
10'
Painted Stripe
4' Median
10'
19'
10'
Conc. Curb
Conc S/w
Cross - Walk
wire
Cross-walk Sign
APP
End of Curb
ORE. 43
Driveway
Painted Stripe
E. Pole
NORTH SHORE RD.
STOP
OSWEGO HWY.
Village
Shopping
Center
E. Pole
End of Curb
Conc. S/w
Curb
Painted Stripe
Conc. Curb
Conc S/w
Move crosswalk
for traffic signal
operation
18.5'
9.5'
1'
10.5'
20.5'
10'
Cross - Walk
60.5'
APP

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE February 16, 18, 1965
DAY OF WEEK Tues-Thurs
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM - 10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM - 10 PM
WEATHER Cloudy

CITY OF Lake Oswego
INTERSECTION OF State Street (ORE43)
AND North Shore Rd.
STATION NO.
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	18,187	100
ENTERING FROM NORTH & SOUTH	16,298	90
ENTERING FROM EAST & WEST	1,889	10

To Village Shopping Center

Remarks: 16 hour manual count factored to 24 hour count

12-55

Form E-48—2M

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: February 16, 18, 1965
Day of week: Tuesday- Thursday
Hours counted: 6AM to 10PM
Weather: cloudy
Classification: All vehicles

	TIME	SUMMARY BY MOVEMENTS													From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West	TOTAL				
A.M.	6:00- 7:00	1	1		8	42	247				3	1	1	304	294	97	10	3
	7:00- 8:00	7	2	16	55	229	1163				1	4	8	1485	1424	96	61	4
	8:00- 9:00	12	7	22	71	298	774			1	10	7	9	1211	1125	93	86	7
	9:00-10:00	38	40	27	28	262	368	2	2	7	16	8	2	800	713	89	87	11
	10:00-11:00	58	50	37	23	262	335	4	3	14	20	3	10	819	722	88	97	12
	11:00-12:00	69	55	33	28	321	354	3	4	27	17	8	10	929	804	87	125	13
	12:00- 1:00	55	91	34	30	407	389	2	4	26	24	11	4	1102	938	85	164	15
P.M.	1:00- 2:00	70	77	29	25	304	248	6	5	21	13	7	4	971	818	84	153	16
	2:00- 3:00	73	41	34	20	371	367	8	11	23	16	6	10	1002	873	87	129	13
	3:00- 4:00	91	[illegible]	[illegible]	21	512	350	9	3	37	19	15	11	1202	1032	86	170	14
	4:00- 5:00	[illegible]	[illegible]	[illegible]	[illegible]	411	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1	10	1643	[illegible]	89	177	11
	5:00- 6:00	23	52	[illegible]	21	1042	339	10	5	14	[illegible]	4	9	1768	1612	91	156	9
	6:00- 7:00	56	42	[illegible]	15	577	303	11	3	33	1	8	2	1120	1004	90	116	10
	7:00- 8:00	26	[illegible]	[illegible]	21	315	400	2	4	26		2	5	918	813	89	105	11
	8:00- 9:00	29	1	28	10	341	207	4	7	19		3	2	658	614	93	44	7
	9:00-10:00	13	11	27	10	338	173	2		9		5	5	602	565	94	37	6
A.M.	10:00-11:00																	
	11:00-12:00																	
	12:00- 1:00																	
	1:00- 2:00																	
	2:00- 3:00																	
	3:00- 4:00																	
	4:00- 5:00																	
	5:00- 6:00																	
	24-Hour total	704	447	401	413	7110	7243	78	62	335	135	112	181 87	16276	90	1889	10	
	4-Hour total	522	[illegible]	[illegible]	405	6464	6139	70	57	31	123	102	16534	4817	90	1717	10	
	-Hour total																	
	Control																	
	Factor																	

State St. is North and
North Shore Road is East and
Village Shopping Center

Tabulated
Computed
Checked
Checked

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Lake Oswego
Intersection State St. North Shore Road - Village shopping ctr
Station number
Code number

Classification All vehicles

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
3	1	1	304	294	97	10	3
1	4	8	1485	1424	96	61	4
10	7	9	1211	1125	93	86	7
16	8	2	800	713	89	87	11
20	3	10	819	722	88	97	12
17	8	10	929	804	87	125	13
24	11	4	1102	938	85	164	15
13	7	4	971	818	84	153	16
16	6	10	1002	873	87	129	13
19	15	11	1202	1032	86	170	14
1	10	16	1493	1282	86	177	11
24	9	17	1768	1612	91	156	9
8	2	11	1120	1004	90	116	10
2	5	9	918	813	89	105	11
3	2	6	658	614	93	44	7
5	5	6	602	565	94	37	6
135	112	181	16270	90	1839	10	
123	102	165	14817	90	1717	10	

SUMMARY BY LEGS				PEDESTRIANS USING CROSSWALKS			
North	East	West	South	North	East	West	South
43	1	9	251	1			
252	2	59	1172	3		5	6
332	8	78	793	6	1	10	4
327	49	38	386	6	1	9	6
357	68	29	365	12		6	12
423	85	40	381	8	2	10	8
521	119	45	417	8	3	7	11
453	106	47	365	15	4	7	5
480	92	37	393	4	2	14	11
652	121	49	380	4		20	16
682	87	29	322	2	1	10	3
388	72	33	425	5		5	7
398	24	20	216	3		6	1
378	22	15	187	4		4	5
8615	1197	640	7032	152	16	148	124
7532	1089	628	6428				

Tabulated by
Computed by
Checked by
Checked by

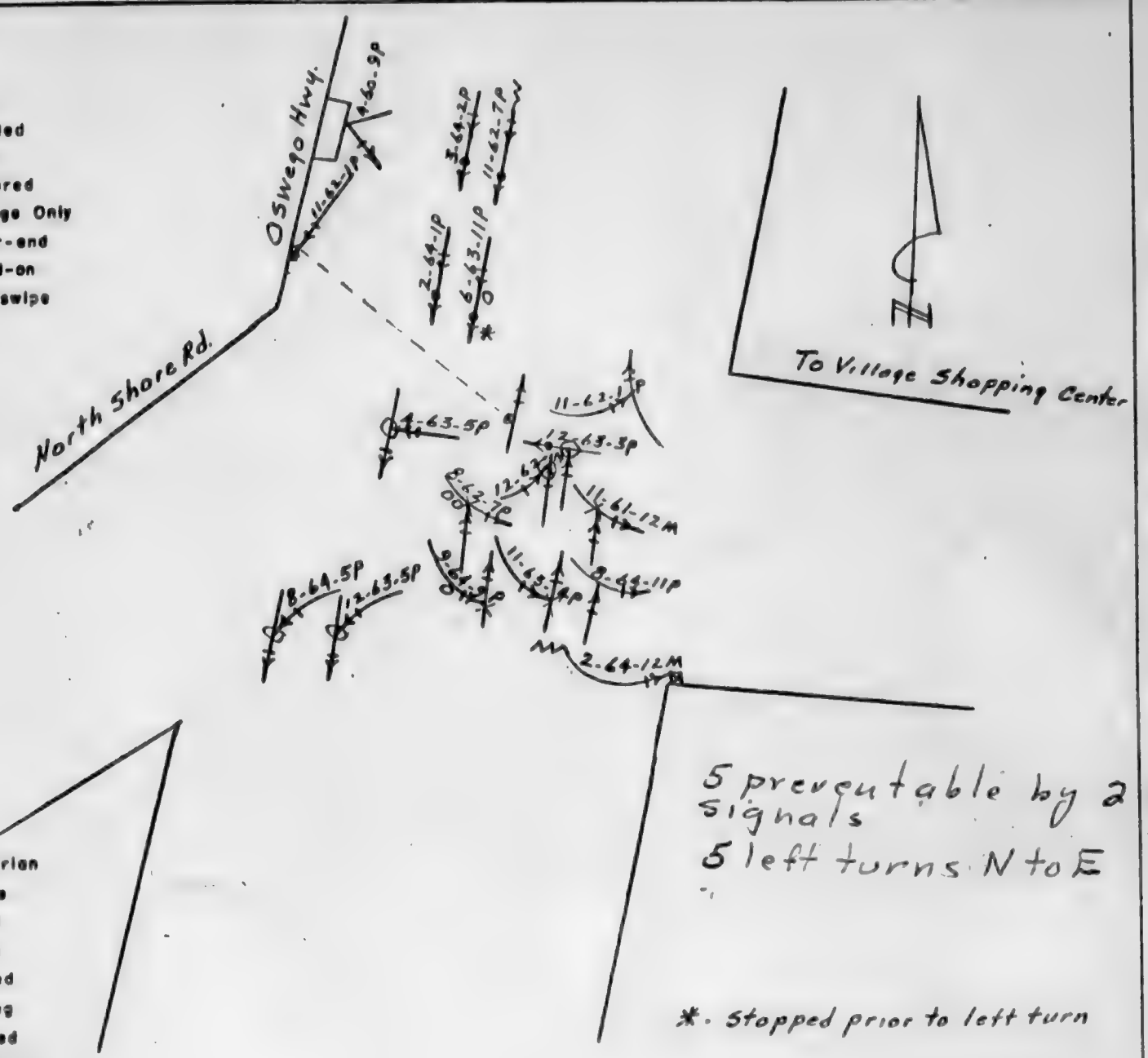
Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Lake Oswego County Lane
Intersection of State St. and North Shore Rd.
Highway Number 3 (Ore 43)
Period Covered 1-1-60 to 10-31-64
Compiled by BC Drawn by _____ Date 2-16-65

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe



- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded

5 preventable by 2 ϕ signals
5 left turns N to E

*. Stopped prior to left turn

Collision Type	1960-1961				1962				1963				10 mos. 1964				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle										1	1	2						1	1	2
Head-on																				
Rear-end							1	1		1		1			2	2		1	3	4
Sideswipe			1	1															1	1
Turning Movement			1	1		1	2	3			2	2		1	2	3		2	7	9
Parking																				
Non-collision																				
Fixed Object							1	1							1	1			2	2
Pedestrian																				
Backing																				
Misc.																				
TOTAL			2	2		1	4	5		2	3	5		1	5	6		4	14	18

RECEIVED
APR 6 1965

FORM S-90 1-65 SP*8229-734

FILING
4-104

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 6, 1965

SUBJECT: Request for Traffic Signals
State Street at N. Shore Road
Lake Oswego

To:

Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

There are attached two reports from the Division on the above subject. One report covers a signal study only. The second concerns provision for the left-turn into the shopping center.

Based on traffic volumes, there is not too much warrant for traffic signals at this intersection. Only 987 of the vehicles entering from east and west made other than a right-turn movement. Only 276 pedestrians crossed the highway. Five of the 18 reported accidents could have been prevented by signals.

The left-turn into the shopping center adds 904 conflicting vehicles and five preventable accidents. It is not believed that signalization would be worthwhile unless some provision is made for the left-turning traffic.

The Division Office presents two plans. Plan No. 1 provides a left-turn lane at the intersection and three-phase signalization with an overlap of the left-turn and through north-south movements. Operationally, this is good but it requires wholesale prohibition of parking in front of a number of small business establishments.

Plan No. 2 moves the left-turn lane 200 feet to the south and would have two-phase signals. The left-turn would be made without signal protection and less critical parking would be lost.

It is recommended that both plans be presented to the City and that we participate in whichever one they choose. It is believed that the City should request the shopping center to participate in the cost.

Approved
Copy to Traffic 4-8-65

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachments

NOTED
TOM EDWARDS

RECEIVED
APR 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30X—50M—7-64 SP°6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 31, 1965

Left Turn Report

To: Mr. F. B. Crandall
Traffic Engineer
Salem

Attention: Val Johnson

SUBJECT: Traffic Signal
Intersection of N. Shore Rd.
and Oswego Highway
City of Lake Oswego

Please refer to previous correspondence submitted from this office in connection with the subject traffic signal. I enclose herewith a copy of a report by Mr. Ron Failmezger in connection with the development of a left turn refuge for the left turn movement from the Oswego Highway into the Village Shopping Center. This is in accordance with a suggestion you recently made to Mr. Failmezger.

Mr. Failmezger has developed two plans--one for a left turn movement into the Village Shopping Center only at N. Shore Road, and a second one for an alternate left turn route via Leonard Street. Plan No. 1 would involve considerable elimination of parking spaces along the Oswego Highway, and it is believed that this would meet with considerable opposition from the business people in the area. Plan No. 2 would shift the parking prohibition to the south where it would be less objectionable due to the development there, and it is believed that this treatment would be preferable to plan No. 1. It is suggested that consideration be given on plan No. 2 to shortening the transition at the northerly end and with the use of possibly glue-down patches across the intersection eliminating some of the most northerly parking prohibition.

The City has indicated they would be interested in receiving plans for consideration, and I therefore recommend that plans be submitted to them and if they concur and provide parking prohibition that we install the left turn refuges together with a signal as previously recommended, which signal would be on a 50-50 participating basis.

Please advise your approval, in which case we will proceed with negotiations with the City of Lake Oswego.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh
Enc.
cc: Ron Failmezger
D. D. Rohrbough

COST ESTIMATE
Proposed Left-turn Lane - Village Shopping Center
Oswego Highway - Lake Oswego

PLAN I

Item	Unit	Total Amt	Unit Price	Est. Cost
Asphaltic Concrete 1" Overlay	Ton	270	$9.50	$2,600
Adjust Manholes				140
Striping	1 Day			360
			TOTAL	$3,100 1/

1/ Estimate of cost by D. D. Rokrbough, D.M.S., for State Forces

COST ESTIMATE
Proposed Left-Turn Lane - Village Shopping Center
Oswego Highway - Lake Oswego

PLAN II

Item	Unit	Total Ant	Unit Price	Est. Cost
Type "C" Curb	Lin. Ft.	290	$2.50	$ 725
Asphaltic Concrete (includes 1" Overlay)	Ton	446	9.50	4,237
Rock Excavation	Cu.Yd.	230	4.00	920
Base Rock	Cu.Yd.	80	4.00	320
Striping	1 Day			360
Adjust Manholes				138
			TOTAL	$6,700 1/

1/ Estimate of cost by D. D. Rehrbough, D.M.S., for State Forces

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 8, 1965

Signal Report.

To: Mr. F. B. Crandall
Traffic Engineer
Salem

SUBJECT: Traffic Signal Investigation
Intersection of N. Shore Rd. and Oswego Hwy.
City of Lake Oswego

As a result of a letter from Mr. Dean Seager, Lake Oswego City Manager, dated February 9 Mr. Ron Failmezger investigated the conditions at the subject intersection in the city of Lake Oswego. Enclosed is a copy of his report, which indicates that warrants are met for a two-phase signal at this location but not a three-phase signal. The City of Lake Oswego is willing to cooperate in the installation of a signal, and Mr. Seager has indicated that the shopping center at this location will also participate. It is recommended that a two-phase signal be installed at this location provided the shopping center will bear 25% of the cost and the remaining cost be divided 50-50 with the City of Lake Oswego. If approved, it is further recommended that City-County Division obtain an agreement with the City of Lake Oswego to this effect.

Original Signed by A. E. Johnson

A. E. Johnson
Division Engineer

AEJ/lh
Enc.

cc: D. D. Rohrbough
Ron Failmezger

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 4, 1965

To: Mr. A. E. Johnson
Division Engineer
O F F I C E

SUBJECT: File 186
Traffic Signal Investigation
Oswego Highway
City of Lake Oswego
Intersection of N. Shore Rd.
ORE43--Hwy. No. 3--M.P. 6.38

Mr. Dean Seager, Lake Oswego City Manager, in his letter of February 9, 1965 requested that a traffic signal be installed at the subject intersection.

N. Shore Road intersects on a skew angle with the Oswego Highway (ORE43) nearly opposite the Village Shopping Center's major access point. The distance between the concrete curbs at the throat of the intersection of N. Shore Road is 80 feet. The cross section of the road is approximately 32 feet in width. Traffic approaches the intersection on a slight incline. The shopping center access has a 50-foot opening at right angles to ORE43. There are painted cross walks to the north and south of the intersection. There is an overhead span wire-mounted "CROSS WALK" sign for the northerly cross walk. There is lineal illumination on this section of ORE43. The pavement is 60.5 feet between concrete curbs through this intersection. The four traffic lanes are ten feet in width. There is a one-foot double yellow medial divider to the south and a three-foot double yellow medial divider to the north of the intersection. The indicated speed is 25 MPH.

A 16-hour manual traffic count taken at this intersection which included traffic to the Village Shopping Center revealed 16,298 (90%) vehicles entering from the north and south and 1,889 (10%) entering from the east and west. There was a total volume of 1,481 vehicles on N. Shore Road and a total volume of 2,433 vehicles in the entrance to the Village Shopping Center. There was a total of 276 pedestrians crossing the Oswego Highway. The attached traffic signal warrant comparison sheet shows that the interruption of continuous traffic is the only one that is met. This warrant would not have been met without the use of volumes from the Village Shopping Center.

During the period from January 1, 1960 to October 31, 1964 there were 18 reported accidents. There were 2 angle, 4 rear-end, 1 sideswipe, 9 turning movement, and 2 fixed object type collisions. There were no fatalities, but four persons were injured. There was a total of

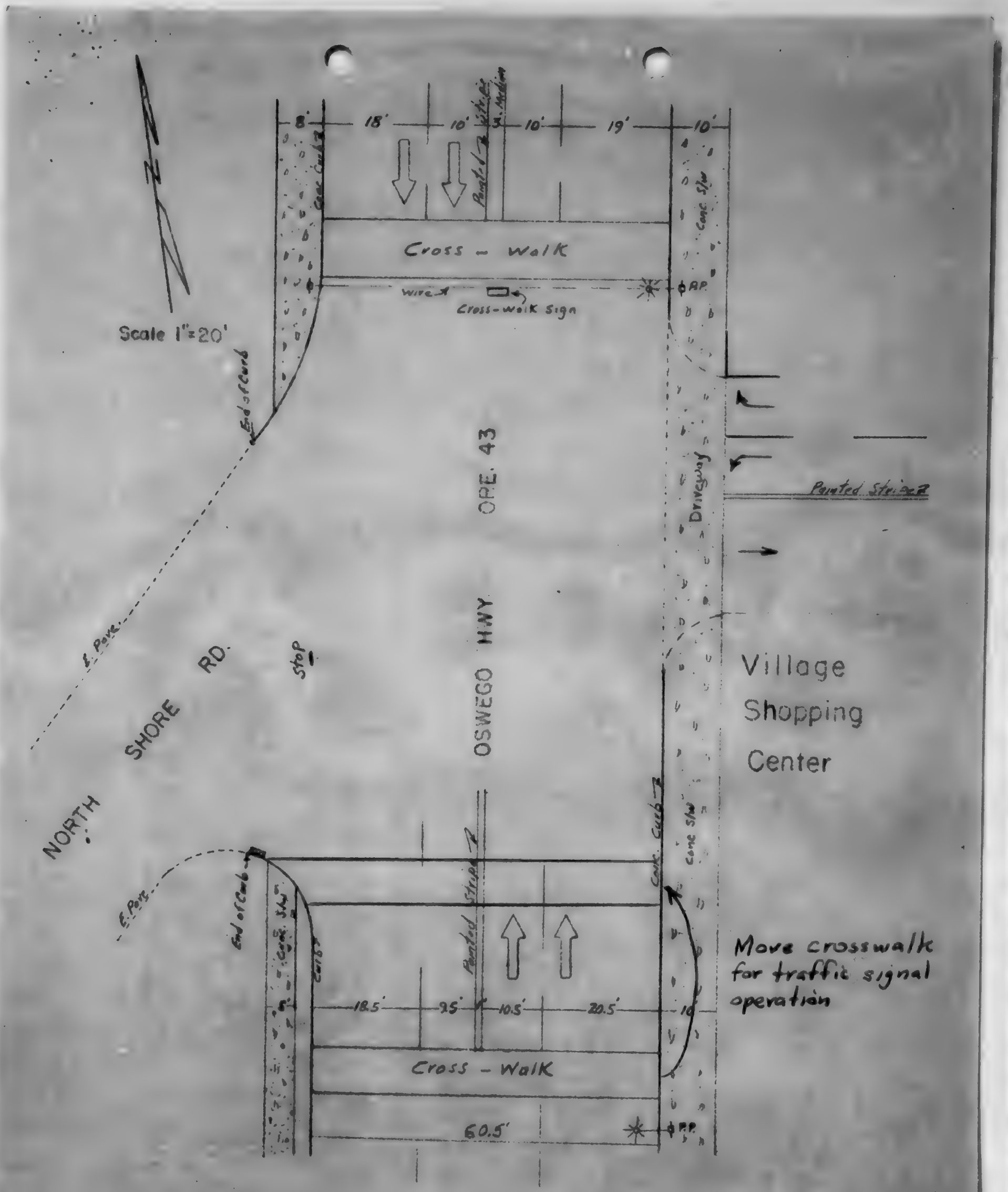
five accidents of a type preventable by the installation of a traffic signal. Three of these were within the last twelve months. There are eight reported accidents which appeared to have involved vehicles making the left turn into the Village Shopping Center. These accidents and the congestion involved with this left turn would not be eliminated by the installation of a two-phase type signal. Traffic volumes are not substantial to warrant a separate phase for this movement.

Mr. Seager was contacted with regard to this investigation and was advised that there normally was not a signal head provided for a commercial access unless there was some financial participation by that commercial establishment. He stated that he had conferred with the shopping center people and suggested that they were in a position to participate in such an installation.

As a result of this investigation it is recommended that a fully actuated traffic signal be installed at the subject intersection at an estimated cost of $14,000. The financial participation should be 25% by the Village Shopping Center, and the remaining cost to be divided on a 50-50 basis between the State Highway Department and the City of Lake Oswego with the City assuming future power consumption and maintenance costs. It is further recommended that the City of Lake Oswego make the arrangements for the financial participation by the shopping center.

ORIGINAL SIGNED BY
R. W. FAILMEZGER
Ronald W. Failmezger
Division Traffic Engineer

RWF/lh


Scale 1"=20'
8'
18'
10'
Painted Stripe
4" Median
10'
19'
10'
Conc. Curb
Conc. Slw
Cross - Walk
wire
AP
Cross-walk sign
End of Curb
OPE. 43
Driveway
Painted Stripe
E. Pole
NORTH SHORE RD.
STOP
OSWEGO HWY
Village
Shopping
Center
E. Pole
End of Curb
Conc. Slw
Curb
Painted Stripe
Conc. Curb
Conc Slw
18.5'
9.5'
10.5'
20.5'
10'
Cross - Walk
60.5'
AP
Move crosswalk for traffit signal operation

MAR 1965

1.
2.
3.
4.

TYPICAL VIEWS
Oswego Higiway-Lake Oswego

1. Looking south on ORE43 from 200' north of North Shore Road.
2. Looking north on ORE43 from 150' south of North Shore Road.
3. Looking northeast on North Shore Road from 100' southwest of ORE43.
4. Looking west from the Village Shopping Center from 100' east of ORE43.

1

3

2

4

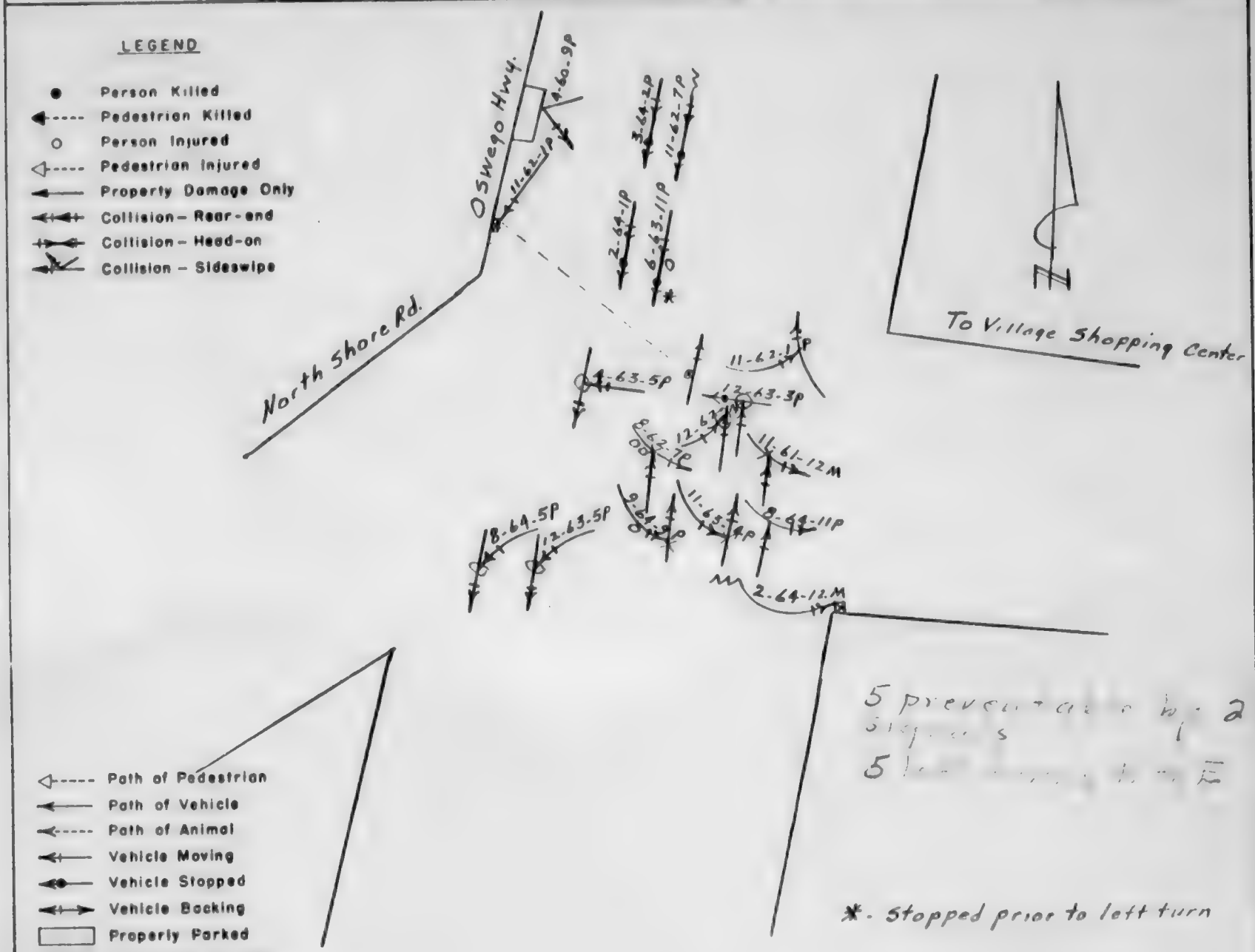
TYPICAL VIEWS
Oswego Highway-Lake Oswego

1. Looking south on ORE43 from 200' north of North Shore Road.
2. Looking north on ORE43 from 150' south of North Shore Road.
3. Looking northeast on North Shore Road from 100' southwest of ORE43.
4. Looking west from the Village Shopping Center from 100' east of ORE43.

Oregon State Highway Department
Traffic Engineering Division
Accident Analysis

COLLISION DIAGRAM

City of Lake Oswego County Lane
Intersection of State St. and North Shore Rd.
Highway Number 3 (Ore 43)
Period Covered 1-1-60 to 10-31-64
Compiled by BC Drawn by _____ Date 2-16-65



Collision Type	1960-1961				1962				1963				10 mos. 1964				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop Damage	Total
Angle										1	1	2						1	1	2
Head – on																				
Rear – end							1	1		1		1			2	2		1	3	4
Sideswipe			1	1															1	1
Turning Movement			1	1		1	2	3			2	2		1	2	3		2	7	9
Parking																				
Non – collision																				
Fixed Object							1	1							1	1			2	2
Pedestrian																				
Backing																				
Misc																				
TOTAL			2	2		1	4	5		2	3	5		1	5	6		4	14	18

North Shore Road - Lake Oswego

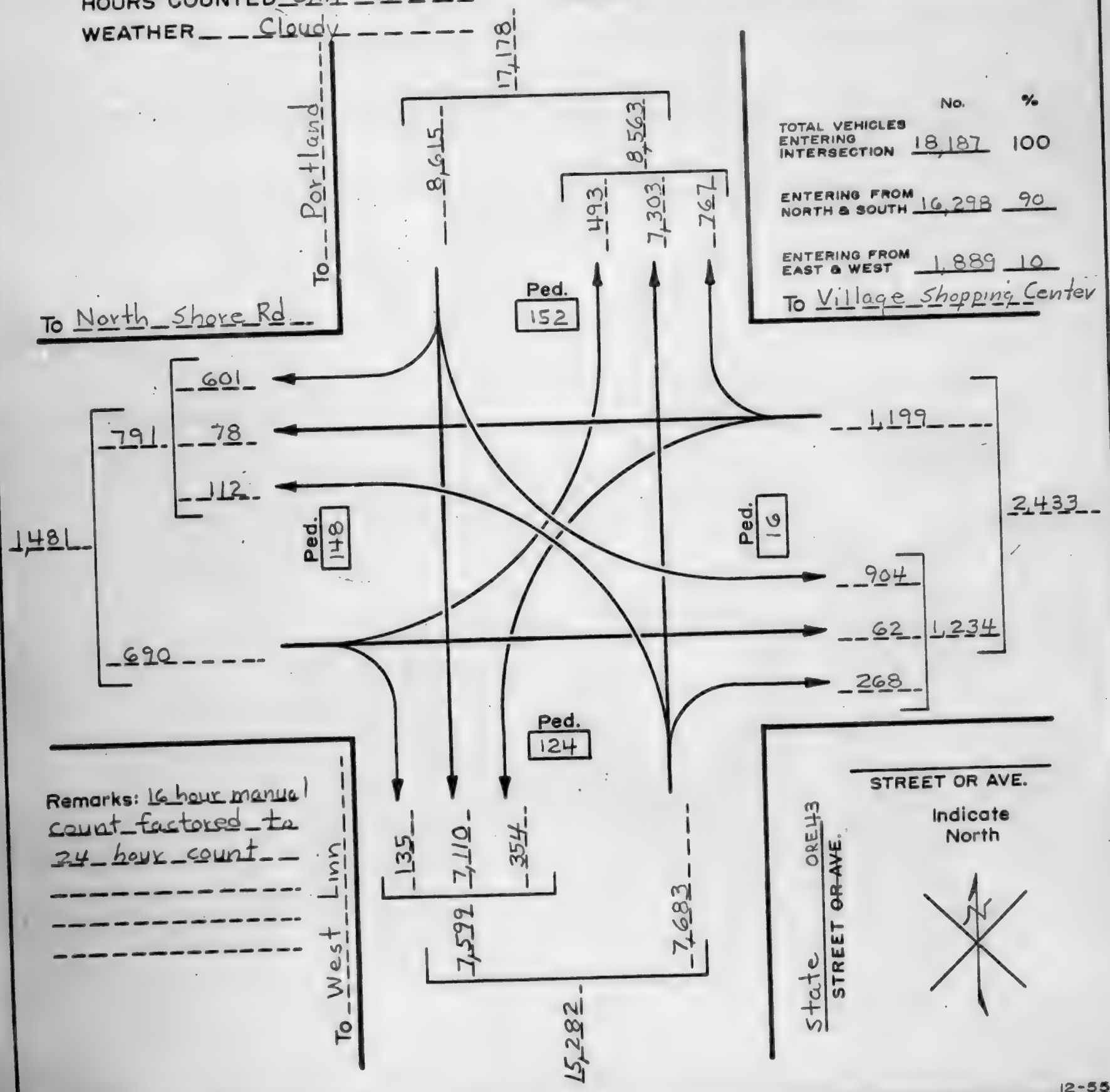
TRAFFIC SIGNAL WARRANT COMPARISON

Item	Observed Conditions	Minimum Warrant
Minimum Vehicular Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1184	420
Average Hourly Minor Street Volume-Same 8 hrs. (Highest hourly volumes from either approach)	99	105
Interruption of Continous Traffic Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1184	630
Average Hourly Minor Street Volumes-Same 8 hrs. (Highest hourly volumes from either approach)	99	53
Minimum Pedestrian Volume Warrant:		
Average Hourly Volume on Major St.-Max. 8 hrs. (Total of both approaches)	1184	420
Average Hourly Ped. Volume Across Major St.-Same 8hrs. (Highest volume crosswalk)	11	105
Accident Experience Warrant:		
Preventable Accidents (Last 12 months)	3	5

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE Feb. 16 & 18, 1965
DAY OF WEEK Tues-Thurs
ACTUAL COUNT (VEH.) 16 HRS.
HOURS COUNTED 6AM-10PM
PEDESTRIAN COUNT 16 HRS.
HOURS COUNTED 6AM-10PM
WEATHER Cloudy

CITY OF Lake Oswego
INTERSECTION OF State Street (ORE43)
AND North Shore Rd.
STATION NO.
CODE NO.
CLASSIFICATION All vehicles



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	18,187	100
ENTERING FROM NORTH & SOUTH	16,298	90
ENTERING FROM EAST & WEST	1,889	10

To Village Shopping Center

Remarks: 16 hour manual count factored to 24 hour count

12-55

Form E-48—234

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

Date: February 16, 18, 1965
Day of week: Tuesday - Thursday
Hours counted: 6AM to 10PM
Weather: Cloudy
Classification: All vehicles

	TIME	SUMMARY BY MOVEMENTS												TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total
		North to East	East to North	North to West	West to North	North to South	South to North	East to West	West to East	East to South	South to East	West to South	South to West					
A.M.	6:00– 7:00	1	1		8	42	247				3	1	1	304	294	97	10	3
	7:00– 8:00	7	2	16	55	229	1163				1	4	8	1485	1424	96	61	4
	8:00– 9:00	12	7	22	71	298	774			1	10	7	9	1211	1125	93	86	7
	9:00–10:00	38	40	27	28	262	368	2	2	7	16	8	2	800	713	89	87	11
	10:00–11:00	58	50	37	23	262	335	4	3	14	20	3	10	819	722	88	97	12
	11:00–12:00	69	55	33	28	321	354	3	4	27	17	8	10	929	804	87	125	13
	12:00– 1:00	80	91	24	30	407	289	2	4	26	24	11	4	1102	938	85	164	15
P.M.	1:00– 2:00	80	91	29	30	407	289	2	4	26	24	7	4	971	818	84	153	16
	2:00– 3:00	70	79	29	35	354	348	6	5	21	13	6	10	1002	873	87	129	13
	3:00– 4:00	73	61	24	30	371	367	8	11	23	16	15	11	1202	1032	86	170	14
	4:00– 5:00	91	82	42	31	512	350	9	3	37	19	11	10	1643	1466	89	177	11
	5:00– 6:00	98	82	49	32	791	472	7	6	35	26	24	9	1768	1612	91	156	9
	6:00– 7:00	83	52	28	21	1042	329	10	5	44	21	8	2	1120	1004	90	116	10
	7:00– 8:00	56	42	41	18	579	303	11	3	33	12	2	5	918	813	89	105	11
	8:00– 9:00	26	49	31	27	315	400	2	4	26	8	3	2	658	614	93	44	7
	9:00–10:00	29	1	28	10	341	207	4	7	19	9	5	5	602	565	94	37	6
	10:00–11:00	13	11	27	10	338	173	2		9								
	11:00–12:00																	
A.M.	12:00– 1:00																	
	1:00– 2:00																	
	2:00– 3:00																	
	3:00– 4:00																	
	4:00– 5:00																	
	5:00– 6:00																	
	24-Hour total	904	767	460	473	7110	7343	78	62	3[illegible]	135	112	1818	6298	90	1889		
	24-Hour total	523	[illegible]	3[illegible]	4[illegible]	6464	6639	70	57	3[illegible]	123	102	1634	14817	90	1717		
	-Hour total																	
	Control																	
	Factor																	

State St. is North and

North Shore Road St. is East and
Village Shopping Center Ct

STATE PRINTING DEPT.

OREGON STATE HIGHWAY COMMISSION
Traffic Engineering Division

SUMMARY OF TRAFFIC COUNT

City of Lake Oswego

Intersection State St. North Shore Road - Village shopping ctr

Station number

Code number

Classification All vehicles

Entering Volumes

South to East	West to South	South to West	TOTAL	From North and South	Per Cent of Total	From East and West	Per Cent of Total	SUMMARY BY LEGS: North	East	West	South	PEDESTRIANS USING CROSSWALKS: North	East	West	South
3	1	1	304	294	97	10	3	43	1	9	251	1			
7	4	8	1485	1424	96	61	4	252	2	59	1172	3		5	6
10	7	9	1211	1125	93	86	7	332	8	78	793	6	1	10	4
16	8	2	800	713	89	87	11	327	49	38	386	6	1	9	
20	3	10	819	722	88	97	12	357	68	29	365	12		6	12
17	8	10	929	804	87	125	13	423	85	40	381	8	2	10	8
24	11	4	1102	938	85	164	15	521	119	45	417	8	3	7	11
13	7	4	971	818	84	153	16	453	106	47	365	15	4	7	5
16	6	10	1002	873	87	129	13	480	92	37	393	4	2	14	11
19	15	11	1202	1032	86	170	14	652	121	49	380	4		20	16
26	11	10	1643	1466	89	177	11	938	127	50	528	35	1	16	19
24	24	9	1768	1612	91	156	9	1208	106	50	404	24	1	19	14
11	8	2	1120	1004	90	116	10	682	87	29	322	5	1	10	2
2	2	5	918	813	89	105	11	388	72	33	425	8		5	7
3	2	5	658	614	93	47	7	398	24	20	216	3		6	1
5	5	2	602	565	94	37	6	378	22	15	187	4		4	5
135	112	81	8187	12270	90	1889	10	8615	1197	690	7632				
123	102	65	3417	14317	90	1717	10	7532	1089	628	6973	152	16	148	124

Tabulated by

Computed by

Checked by

Checked by

104-1122 Nehalem R. (Jewell) Bridge 1965
Sec., Nehalem Hwy.
#6705

RECEIVED
SEP 19 1966
FOR FILING

104-1122
6705

September 19, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6705 awarded to Tom Lillebo Construction Company for structure and grading on the Nehalem River (Jewell) Bridge Section of the Nehalem Highway in Clatsop County was completed on June 14, 1966, and accepted by the Highway Commission on September 15, 1966.

Final payment in the amount of $12,277.67 will be released to the contractor after September 26, 1966. The total contract amount is $251,630.85 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Tom Lillebo Construction Company
P.O. Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Company
534 S.W. 3rd Avenue
Portland, Oregon

C. H. Young
Attn: John Herr

RECEIVED
SEP 16 1966
FOR FILING

104-1122

6705

September 15, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 14, 1966, on Contract No. 6705. The contract was with Tom Lillebo Construction Co. and was for structure and grading on the Nehalem River (Jewell) Bridge Section of the Nehalem Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 15, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Wahalem River (Jewell) Bridge		WEEK ENDING: October 22, 1965
		SECTION PREFIX: 104-1122
HIGHWAY: Wahalem		COUNTY: Clatsop
NAME OF JOB: Jewell Bridge	KIND OF WORK: Structure and Grading	
CONTRACTOR: Tom Lilleby Const. Co.	CONTRACT NUMBER: 6705	FEDERAL AID PROJECT NUMBER: - - - -
DATE OF CONTRACT: Sept. 28, 1965	DATE WORK STARTED: Oct. 6, 1965	ESTIMATED COMPLETION DATE: June 15, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED 24
PROJECT AUTHORIZATION: $290,118.65	SPECIFIED COMPLETION DATE: June 15, 1966	PERCENT OF TIME ELAPSED: 9
EXCLUSIVE OF ENGINEERING: $269,487.99	ENGINEERING AUTHORIZATION: $20,630.66	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 2
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ *	ENGINEERING COST TO DATE: $ 600 ±	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 2
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 2 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
90		7 ±					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.41				
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:
Main 6 men, D-6 cat, cherry picker, pile driver
Sub 6 men, 977 traxcavator, D-7 cat, 3 trucks, sheep-foot roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3110A							
PERCENT	-							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Interm. rain			
TUESDAY	Part O'cast			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Morgan Routing
Ducker D
Bond E
Barbee
Walker W
Clem
Swan J

RECEIVED
OCT 27 1965
CONSTRUCTION
DIVISION

Ben Gilliland

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work
MONDAY	Contractor clearing and burning at W. end and excavating for Pier 2 footing crib.
TUESDAY	Drove false bent at Pier 2 for work platform and clearing and burning at W. End.
WEDNESDAY	Clearing and burning on W. end, completed platform at Pier 2, working on Pier 2 cribbing. (Found two 18" CCP pipes not provided in contract)
THURSDAY	Placing cribbing for pier 2, clearing and burning at W. end Sub. excavating S. of Sta 430 and hauling to 422 to 423 + 80
FRIDAY	Placing sheet piles at Pier 2 crib. Sub. continued as on Thursday
SATURDAY	

REMARKS

Clearing and burning on West end, started cofferdam at Pier 2.

Sub-contractor excavating S. of Sta 430 and hauling to W. end

SIGNED _____ LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM S-129

RECEIVED
SEP 30 1965

GLENN JADERSON, CHAIRMAN, MEDFORD
KENNETH H. FRIDLEY, MEMBER, PORTLAND
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6705 for the following project:

Nehalem River (Jewell) Bridge Section of Nehalem Highway in Clatsop County

This award was based on your bid of $251,160.25 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
AUG 25 1965
FORESTRY

Commissioners
Coquille
John P. Amacher, Winchester
Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 18, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 21, which enclosed plan title sheets on the below listed projects.

1. Crooked Creek Bridge, Fremont Highway, Lake County.
2. Nehalem River (Jewell) Bridge Section, Nehalem Highway, Clatsop County.
3. Toledo Slide Section, Corvallis-Newport Highway, Lincoln County.
4. Cirman-Bubbs Ranch Section, Old Oregon Trail Highway, Baker County.
5. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County
6. Gettings Creek Safety Rest Area, Pacific Highway, Lane County.
7. Irrigon Junction-Umatilla County Line Section, Old Oregon Trail Highway, Morrow County.
8. Dorena Dam Slide Section, FAS 231, Lane County.
9. Bridal Veil-Hood River Section, Columbia River Highway, Multnomah and Hood River Counties.

We have reviewed these projects to determine effects on the fishery resources, and no problems are anticipated with the proposed construction, except as follows.

The Nehalem River, in the section of construction, contains good populations of anadromous fish. Protection from excessive silt loads should be given, especially during periods of low flow.

Your consideration in careful practices in preventing damage to spawning gravel will be much appreciated.

We are pleased to have the opportunity to comment on these plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

8-20-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)
A. F. Parson (4)
fp

ROK:dn
cc: Director OFC

104-1123 Nehalem R. (Vesper) Bridge 1965
Sec., Nehalem Hwy.
#6706

RECEIVED
JUN 30 1967
FOR FILING

104-1123

6706

June 30, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $891.44 will be made to Roy L. Houck Sons' Corporation on Contract No. 6706 for structure and grading on the Nehalem River (Vesper) Bridge on the Nehalem Highway in Clatsop and Columbia Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $235,710.99 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon 97308

C.H. Maison
Attn: John Herr

RECEIVED
NOV 1 - 1966
FOR FILING

104-1123
6706

November 4, 1966

General Insurance Company
of America
Portland Service Office
209 SW 4th Avenue
Portland 4, Oregon

Gentlemen:

A post-final payment for $3,700 will be made to Roy L. Houck Sons' Corporation, on Contract No. 6706, for structure and grading on the Nehalem River (Vesper) Bridge Section of the Nehalem Highway in Clatsop and Columbia Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $234,819.55, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

C. H. Maison
Attn: John Herr

RECEIVED
OCT 18 1966
FOR FILING

104-112E

6706

October 17, 1966

General Insurance Company
of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6706 awarded to Roy L. Houck Sons' Corporation for structure and grading the Nehalem River (Vesper) Bridge on the Nehalem Highway in Clatsop and Columbia Counties was completed on July 22, 1966, and accepted by the Highway Commission on October 14, 1966.

Final payment in the amount of $6,918.76 will be released to the contractor after October 24, 1966. The total contract amount is $231,119.55 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

cc Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308
L. H. Young
C. H. Maison
Attn: John Herr

fkn

RECEIVED
OCT 17 1966
FOR FILING

104-1123

6706

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 22, 1966, on Contract No. 6706. The contract was with Roy L. Houck Sons' Corporation and was for the structure and grading on the Nehalem River (Vesper) Bridge Section of the Nehalem Highway in Clatsop and Columbia Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
R. D. Asburry

bg fn

RECEIVED
NOV 7 - 1966
FOR FILING

104-1123

6/16

October 7, 1966

Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon 97308

#5

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6706 for construction of the Nehalem River (Vesper) Bridge on the Nehalem Highway in Clatsop and Columbia Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date to July 22, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc R.D. Asburry
George Danforth
L.H. Young
Ivan Merchant
C.H. Maisen

RECEIVED
SEP 8 - 1966
FOR FILING
04-

6706

September 7, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 5
October 6, 1966 meeting

Gentlemen:

Ray L. Houck Sons' Corporation, contractor on the Nehalem River (Vesper) Bridge on the Nehalem Highway in Clatsop County, Contract 6706, has requested that the completion date be advanced from the specified date of June 15, 1966, to the actual completion of July 22, 1966, without assessment of liquidated damages.

The contractor cites as his reasons for failure to complete the work on time a three-day delay due to State forces not staking work areas, a three-day delay due to Engineer's request to suspend grading operations, and a delay of undetermined length due to a stop work order on oiling operations.

The last stated reason, the stop work order, is entitled to consideration. Due to grade troubles, the contractor was not permitted to place the last lift of oil when he wanted to. This was accomplished by a shut down order issued effective June 9, at which time the contractor had six days remaining to complete the work. The shut down order was rescinded July 20, the contractor returned to the work and completed same on July 22.

Because the contractor was prevented from completing the work within the specified time by conditions beyond his control, I recommend the requested extension be granted without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the October 6 meeting.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf bg

E-320 (Rev.)—5M—9-64

RECEIVED
AUG 12 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 13, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays from~~ Calendar Completion Date from June 15-66 ~~days~~ to undetermined ~~days~~, within which to complete our Contract No. 6706, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By [signature]
President

CONSENT OF SURETY

Date June 15, 19 66

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
James F. Darby Attorney-in-fact

(SEAL)

[signature]
John L. Kroder Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for Extension of Time

~~Increase in Number of Workdays~~

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6706 Contractor Roy L. Houck Sons' Corporation

Highway Nehalem

Section Nehalem River (Vesper) Bridge

Kind of Work Structure and Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED or~~ GRANTED. The reasons for such recommendation are as follows:

Shutdown was given to the contractor on June 9, 1966, leaving six days unused until the specified date of completion. Shutdown order was rescinded July 20. Contractor completed contract July 22, 1966, using only two days of the six of which he was deprived due to the shutdown order. Recommend an extension be granted to and including July 22, 1966.

Recommended for Approval:

R. D. Ashbury
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~ Bridge Engineer

[signature]
State Highway Engineer

Contract No. 6706

Project designation State (State-Federal)

Date awarded September 28, 1965

Work started October 20, 1965

Per cent completed 100% July 22, 1966 (Date)

Specified completion date ~~No. of Workdays allowed~~ June 15, 1966

Previously extended to ~~No. of Workdays added~~

Extension requested to July 22, 1966 ~~No. of Added Workdays Requested~~

SP*6206-734

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 13, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the ~~number of workdays from~~ Calendar Completion Date from June 15-66 ~~days~~ to ~~undetermined~~, within which to complete our Contract No. 6706, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached

Respectfully submitted,

ROY L. HOUCK SONS' CORPORATION
Contractor

By _____
President

CONSENT OF SURETY

Date June 15, 19 66

We, GENERAL INSURANCE COMPANY OF AMERICA

_____, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

_____
James F. Darby Attorney-in-fact

(SEAL)

_____
John L. Kroder Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for Extension of Time

~~Increase in Number of Workdays~~

to

Complete Construction Contract

extension of time

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6706 Contractor Ray L. Houck Sons' Corporation

Highway Nehalem

Section Nehalem River (Vesper) Bridge

Kind of Work Structure and Grading

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Shutdown was given to the contractor on June 9, 1966, leaving six days unused until the specified date of completion. Shutdown order was rescinded July 20. Contractor completed contract July 22, 1966, using only two days of the six of which he was deprived due to the shutdown order. Recommend an extension be granted to and including July 22, 1966.

Recommended for Approval:

R. D. Abney
Division Engineer

Isaac V. Murchant
Construction Engineer or
Bridge Engineer

Asst.
State Highway Engineer

Contract No.	6706
Project designation	State / State-Federal
Date awarded	September 28, 1965
Work started	October 20, 1965
Per cent completed	100% July 22, 1966
Specified completion date / No. of Workdays Allowed	Date / June 15, 1966
Previously extended to / No. of Workdays Used	
Extension requested to / No. of Added Workdays Requested	July 22, 1966

BPR-0206-734

RECEIVED
AUG 12 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

The following is a list of delays encountered by the Contractor in pursuance of the work on our Contract #6706 - Nehalem River - Vesper Bridge which was beyond our control:

1. November 17, 18, 19, 1965

   State forces were unavailable to stake the work areas for commencement of grading activity

   Total delay ---------- 3 days

2. April 26, 1966

   Resident Engineer required grading activity delayed until May 2, 1966

   Total delay ---------- 3 days

3. June 9, 1966

   Resident Engineer requested that oiling of the grade between stations 431.34 and 438.51 be suspended until sub-grade failure could be corrected on force order

   Total delay ---------- undetermined

TOTAL DELAY TO DATE ---- 6 days plus undetermined delay due to sub-grade failure

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Nehalem River (Vesper) Bridge		WEEK ENDING: June 24, 1966
		SECTION PREFIX: 104-1123
HIGHWAY: Nehalem		COUNTY: Clatsop and Columbia
NAME OF JOB: Vesper Bridge	KIND OF WORK: Structure and Grading	
CONTRACTOR: Roy L. Houck Sons' Corp. P. O. Box 671, Salem, Oregon	CONTRACT NUMBER: 6706	FEDERAL AID PROJECT NUMBER: (State)
DATE OF CONTRACT: Sept. 28, 1965	DATE WORK STARTED: Oct. 29, 1965	ESTIMATED COMPLETION DATE: July 1, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 15, 1966	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $280,005.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST
EXCLUSIVE OF ENGINEERING: $260,093.88	ENGINEERING AUTHORIZATION: $19,911.49	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: ~~$251,421.55~~ $242,249.22	ENGINEERING COST TO DATE: ~~$12,267.27~~ $12,235.71	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN ~~6~~ UNDERRUN ~~6~~ %	PERCENT OF AUTHORIZATION: 61 ~~59~~ %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	99	99	99			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.26	.26			
MILES PARTIALLY COMPLETED	.26	.20			
MILES COMPLETED	.20	.20			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,000	4584			
TOTAL QUANTITIES CORRECTED TO DATE	18,000	4300			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	18,000	4500			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No work

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3113A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY			
MONDAY	Cloudy		
TUESDAY	Cloudy		
WEDNESDAY	Cloudy		
THURSDAY	Lt. showers		
FRIDAY	Fair		
SATURDAY			

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

CAUSE OF DELAY

Pease
Meredith
Trobt
Scott
Wills
Litchfield
Olson

RECEIVED
JUN 28 1966
CONSTRUCTION
DIVISION

RECEIVED
JUN 27 1966
OFFICE OF
DIVISION ENGINEER
DIVISION 1, 2, 3
ASTORIA

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Nonwork all week (see below)
TUESDAY	Mr. Asburry inspected the job on this date, and it was decided that the soft spots in the grade E. of the bridge must be repaired before the last coat of oil is placed. Preparations are being made to complete the work.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work all week, but preparations are being made to compl. with Mr. Asburry's instructions to complete the work.

BRIDGE DIVISION
JUN 28 1966
PM
7 8 9 10 11 12 1 2 3 4 5 6

SIGNED George Davis LOCATION Tillamook

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
NOV 12 1965
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

104 112

6706

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 10, 1965

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

Re: Telephone Relocation
Nehalem (Vesper) Bridge Section
Nehalem Highway - Clatsop County
Contract No. 6706 - State Project
YOUR FILE: RO 74566

Gentlemen:

Your revised estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of November 8, 1965, have been approved by the State. You are hereby authorized to proceed with this work as of November 10, 1965.

Reimbursement for the work performed subsequent to November 10, 1965, in the amount of $2,242.00, will be made in accordance with paragraph 7-c(3) of PPM 30-4 upon receipt of your statement. Please be sure to include beginning and completion dates of the work in the statement.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: ~~XXXXXXXX~~
F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
George Danforth
R. M. Smith
F. W. Sugnet

RECEIVED
NOV 1 0 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1965
CONSTRUCTION DEPT.

FILING
101-1125
6-1-6

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH C. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Ray L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6706 for the following project:

Nehalem River (Vesper) Bridge Section of the Nehalem Highway in Clatsop and Columbia Counties.

This award was based on your bid of $243,583.67 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

12-8327 Prairie City-Unity Junction 1965
Sec., John Day Hwy.
#6707

RECEIVED
APR 19 1966

12-8-27

6-707

April 19, 1966

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California

Gentlemen:

Contract No. 6707 awarded to Clarence Braden Construction Company for rock production on the Prairie City-Unity Junction Section of the John Day Highway in Grant and Baker Counties was completed on January 26, 1966, and accepted by the Highway Commission on April 18, 1966.

Final payment in the amount of $1,908 will be released to the contractor after April 26, 1966. The total contract amount is $37,412.34 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Clarence Braden Construction Co.
22 West Alder
Walla Walla, Washington 99362

Ahern and Jones, Inc.
618 North Main
Milton-Freewater, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 19 1966
FOR FILING

12-8327

6707

April 18, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed January 26, 1966, on Contract 6707. The contract was with Clarence Ireton Construction Co. and was for rock production on the Prairie City-Unity Junction Section on the John Day Highway in Grant and Baker Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This matter will be on the agenda for confirmation at the April 21 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Prairie City - Unity Junction	WEEK ENDING: February 5, 1966	
	SECTION PREFIX: 12 - 8327	
HIGHWAY: John Day	COUNTY: Grant & Baker	
NAME OF JOB: PRAIRIE CITY - UNITY JUNCTION	KIND OF WORK: Rock Production	
CONTRACTOR: Clarence Braden Construction Co.	CONTRACT NUMBER: 6707	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 28, 1965	DATE WORK STARTED: October 12, 1965	ESTIMATED COMPLETION DATE: January 26, 1066
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: December 31, 1965	PERCENT OF TIME ELAPSED: 128
PROJECT AUTHORIZATION: $42,930.00	ENGINEERING AUTHORIZATION: $3,052.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $38,712.34	ENGINEERING COST TO DATE: $2,371.48	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $38,712.34		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 5 %	PERCENT OF AUTHORIZATION: 78 %	January 26, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000.00		
TOTAL QUANTITIES CORRECTED TO DATE			9,130.27		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			9,130.27		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Crushing completed on Jan. 26, 1966.
Estimate #3 and the Semi-final will be sent soon as the contractor sends the Public Works Contractors Wage Certification Forms.

FINAL REPORT

Alfred Shirley, Assit. Div. Engr. was over the project Thursday on Final Inspection.

SIGNED M. M. Stump LOCATION Baker, Oregon

M. M. Stump

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP*F21S

RECEIVED
MAR 2 - 1966
FOR FILING

13-8327

6707

#12

January 26, 1966

Clarence Braden Construction Co.
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, considered your request for an extension of time to January 10, 1966, on Contract No. 6707 for the Prairie City-Unity Junction Section of the John Day Highway in Grant and Baker Counties.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fmm
cc A. F. Parsen
M. M. Stamp
F. D. Morgan
L. H. Young
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6707 Contractor Clarence Braden Construction Co.

Highway John Day

Section Prairie City – Unity Jct.

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED**~~. The reasons for such recommendation are as follows:

Weather conditions not unusual for this time of year in this area. Further, weather is not a cause for time extension in accordance with the Article 8-8 of the Standard specifications for Highway Construction.

Recommended for Approval:

Alfred Shanley Jr
Division Engineer

Construction Engineer or Bridge Engineer

Approved
State Highway Engineer

State Printing 37029

Contract No.	6707
Project designation	State (State-Federal)
Date awarded	September 28, 1965
Work started	Oct. 12, 1965
Per cent completed	78% Dec. 31, 1965 (Date)
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	0

E-330 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 4, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from of days to 10 days, within which to complete our Contract No. 6707, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

November 19 through November 20 - snow and rain reduced production capacity by one-half.
November 29 through December 10 - extreme cold weather caused unusual breakage and loss of time attempting to warm up machinery.

Respectfully submitted,

CLARENCE BAUMAN CONSTRUCTION CO.
Contractor

By Clarence Bauman

CONSENT OF SURETY

Date January 4, 19 66

We, Firemen's Fund Insurance Co.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert B. Lendt
Attorney-in-fact
Akers and Jones, Inc.

(SEAL)

B. Frank Akers
Milton-Freewater, Oregon

FORM E-30 5OM 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 13, 1966

SUBJECT: Extension of Time
Prairie City-Unity Junction Section
John Day Highway
Contract No. 6707

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a request from Clarence Braden Construction Company, contractor on the subject contract, for an extension of the specified completion date from December 31, 1965 to January 10, 1966 without the assessment of liquidated damages. The contractor's request is based on delays caused by inclement weather which reduced his production capacity and extremely cold weather causing unusual breakage and time lost to adequately warm up his machinery.

The tabulation listed below shows some pertinent dates concerning this contract:

10 Calendar Days	Sept. 24	Bids Received
	Sept. 28	Contract Awarded
	Oct. 4	Contract Mailed to Contractor for signature
	Oct. 12	Work Started-Drilling Quarry
	Oct. 19	Executed Contract Mailed to Contractor
88 Calendar Days 62 Working Days		
	Nov. 16	Set Up Crusher
	Nov. 22	Start Crushing
	Dec. 31	Specified Completion Date
	Jan. 15	Estimated Completion Date

JMK

The Standard Specifications do not allow variations in weather to be considered for extensions of time. Furthermore, while it is true that this rock production project was let late in the construction season, you will note that the total time allowed for completing this project amounts to some 62 working days. This is felt to be a liberal number of days to produce the 9,000 yards of sanding material required under the contract and was slightly more than the 60 days recommended by the Division when the project was submitted.

The specified completion date for this contract was December 31, 1965. The present anticipated completion date is January 15, 1966. This is 15 days beyond the specified date and amounts to $750 in liquidated damages based on the penalty rate of $50 per day.

We recommend that the contractor's request be denied. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By

John A. Bond
Staff Assistant

DES:rw;nh

cc: L. H. Young

RECEIVED
JAN 13 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 18 1966
FOR FILING
12-8327
6701

January 17, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 12
January 25, 1966 meeting

Gentlemen:

Clarence Bredon Construction Company, contractor on the Prairie City-Unity Junction Section of the John Day Highway in Grant and Baker Counties, Contract No. 6707, requests an extension of the specified completion date from December 31, 1965, to January 10, 1966. The contractor's request is based on delays caused by inclement weather which reduced his production and the extremely cold weather which caused unusual breakage and time loss in order to adequately warm up his machinery.

The Standard Specifications do not allow variations in weather to be considered as reasons for granting extensions of time.

The project covers production of maintenance sanding material. Reasonable time was allowed for performance of the contract work, but over six weeks elapsed following the date of award before the contractor began to set up his crushing equipment.

I recommend that the contractor's request be denied. Based on the anticipated completion date of January 15, 1966, liquidated damages will amount to an estimated $750.

This matter will be on the agenda for your consideration at the January 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:jkk:JAB:bjm bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6707 Contractor Clarence Braden Construction Co.

Highway John Day

Section Prairie City - Unity Jct.

Kind of Work Rock Production

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or ~~**GRANTED.**~~ The reasons for such recommendation are as follows:

Weather conditions not unusual for this time of year in this area. Further, weather is not a cause for time extension in accordance with the Article 8-8 of the Standard specifications for Highway Construction.

Recommended for Approval:

Alfred A. Loeb
Division Engineer

Edward A. Bond
for Construction Engineer or Bridge Engineer

M. Kleber
Assistant State Highway Engineer

State Printing 27929

Contract No. 6707

Project designation State-Federal

Date awarded September 28, 1965

Work started Oct. 12, 1965

Per cent completed 78% Dec. 31, 1965

No. of Workdays Allowed

No. of Workdays Used

No. of Added Workdays Requested 0

E-320 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 4, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ of ~~days to~~ 10 days, within which to complete our Contract No. 6707, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

November 19 through November 28 - Snow and rain reduced production capacity by one-half.
November 29 through December 10 - Extreme cold weather caused unusual breakage and loss of time attempting to warm up machinery.

Respectfully submitted,

CLARENCE BRADEN CONSTRUCTION CO.
Contractor

By Clarence Braden

CONSENT OF SURETY

Date January 4, 19 66

We, Fireman's Fund Insurance Co., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert E. Landt
Attorney-in-fact Robert E. Landt

Akers and Jones, Inc. (SEAL)

E. Frank Akers
Resident Agent

Milton-Freewater, Oregon

FORM E-129

RECEIVED
SEP 30 1965
FOR FILE

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. SMALLEY, MEMBER
KLAMATH FALLS
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

12-8327

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Clarence Braden Construction Co.
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6707 for the following project:

Prairie City-Unity Junction Section of the John Day Highway in Grant and Baker Counties. Rock production.

This award was based on your bid of $38,160.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. H. Young
Frank Morgan
R. G. Savage (SIAC)

15-8323 Union Creek Rock Prod. Proj. 1965
Crater Lake & W. Diamond Lake
#6708 Highways

RECEIVED
JUL 8 1966
FOR FILING

15-8323
6708

July 5, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6708 awarded to M. C. Lininger and Sons, Inc., for the Union Creek Rock Production Project on the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties was completed on April 27, 1966, and accepted by the Highway Commission on July 7, 1966.

Final payment in the amount of $2,250.25 will be released to the contractor after July 15, 1966. The total contract amount is $44,912.11 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc M. C. Lininger & Sons, Inc.
P. O. Box 1366
Medford, Oregon 97501

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 7 1966
FOR FILING

15-8307

July 7, 1966

6708 Oregon State Highway Commission

Gentlemen:

Work was completed April 27, 1966, on Contract No. 6708. The contract was with H. C. Lininger & Sons, Inc., and was for rock production on the Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 7, 1966, and that you concur in this procedure at the Commission meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Union Creek Rock Production	WEEK ENDING: May 13, 1966	
	SECTION PREFIX: 15-8323	
HIGHWAY: Crater Lake & W Diamond L.	COUNTY: Jackson & Douglas	
NAME OF JOB: Union Creek Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: M. C. Lininger & Son's, Inc.	CONTRACT NUMBER: 6708	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 28, 1965	DATE WORK STARTED: November 10, 1965	ESTIMATED COMPLETION DATE: April 27, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 275	CALENDAR DAYS USED 209
PROJECT AUTHORIZATION: $50,630.62	SPECIFIED COMPLETION DATE: June 30, 1966	PERCENT OF TIME ELAPSED: 77
EXCLUSIVE OF ENGINEERING: $47,030.22	ENGINEERING AUTHORIZATION $3,600.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $44,912.11	ENGINEERING COST TO DATE $1,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.5%	PERCENT OF AUTHORIZATION: 47 %	DATE PROJECT WAS COMPLETED: April 27, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,000		
TOTAL QUANTITIES CORRECTED TO DATE					11,960		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					11,960		
AVERAGE DAILY QUANTITIES					0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0		
NUMBER OF SHIFTS PER DAY					0		
HOURS PER SHIFT					0		

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Routing
MONDAY	Fair			Bond
TUESDAY	Fair			Bubea
WEDNESDAY	Fair			Evan
THURSDAY	Fair			
FRIDAY	Cloudy			
SATURDAY				

Mortsek
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 16 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No Activities
TUESDAY	No Activities
WEDNESDAY	No Activities
THURSDAY	No Activities
FRIDAY	No Activities
SATURDAY	

REMARKS

Semi-final Estimate sent May 10, this will be the final weekly report.

B E Brown

SIGNED Bill E. Brown LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
SEP 30 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

15-8333

6 1 1 7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

M. C. Lininger and Sons, Inc.
P. O. Box 1386
Medford, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6708 for the following project:

Union Creek Rock Production Project on Crater Lake and West Diamond Lake Highways in Jackson and Douglas Counties.

This award was based on your bid of $45,005.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

20-1627 Traffic Signal Instal. on Pac. Hwy. W. on Belt Line Rd. 1965

#6709

RECEIVED
MAY 25 1966
FOR FILING

FORM L-201 — 500 — 1-65 SP°19102-734

21-16-7

6709

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1966

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Oregon Electric Railway Letter of
May 11, 1966
Pacific Highway West
Belt Line Road Section - Lane County
Contract No. 6709

This is in reply to your letter of May 12, 1966 with which you attached a letter dated May 11, 1966 from Mr. H. F. Moy of the Oregon Electric Railway Company concerning a problem near the intersection of Belt Line Road and Pacific Highway West. The problem described in the second paragraph of Mr. Moy's letter was investigated in the field by Mr. John Holcomb, Field Utilities Liaison Engineer in Roseburg, Mr. Schmidt of the Oregon Electric Railway Company and Mr. Lou Freeman of Lane County.

It was determined after this meeting that this problem did not involve the State Highway Department but Lane County, and Mr. Freeman indicated it would be handled by Lane County to the satisfaction of the railroad.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
L. B. KLABOE

TWL:bjm

cc: F. B. Klaboe
I. D. Merchant

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 13 1966

FOR FILING

6709

Salem, Oregon
May 12, 1966

Pacific Highway West, Belt Line
Road Section - Contract No. 6709

Signed: T. W. Litchfield
Utilities Liaison Engineer
CONSTRUCTION

H. A. Cox
County and City Engineer
COUNTY & CITY

Attached hereto is a copy of the letter from the Spokane, Portland and Seattle Railway Company calling to our attention a condition arising from our recent construction on the subject-named project.

Will you please look into the matter and advise how it should be handled.

L. H. Young
Office Engineer

LHY:ls

cc: F. D. Morgan
W. B. Klaboe
I. D. Merchant

Form 1612

SPOKANE, PORTLAND AND SEATTLE RAILWAY COMPANY

OREGON TRUNK RAILWAY
OREGON ELECTRIC RAILWAY COMPANY
RUTH REALTY CO.

H. F. MOY.
SECRETARY
CHIEF ENGINEER

OFFICE OF CHIEF ENGINEER
1101 N. W. HOYT STREET
PORTLAND, OREGON, 97207
May 11, 1966

RECEIVED
MAY 12 1966
OFFICE ENGINEERING

Mr. L. H. Young
Office Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

Reference is made to your letter of February 10, 1966, wherein you advise that work was completed February 9, 1966, on Pacific Highway West at Belt Line Road Section in Lane County, State Highway Contract No. 6709.

Our Superintendent has advised me that the placing in service of the Belt Line Road has created a footing problem for Trainmen performing switching with the Eugene Yard Engine. The shoulders of the main track have been built up from the crossing east to Lane Laminators' switch. Oregon Electric Railway Bridge 137.6, with a ballast deck, is between the crossing and the switch. It will now be necessary to construct a walkway on this bridge to permit switchmen and trainmen to walk along the train while making a joint. At the present time cars must be left west of the crossing so joints can be made on good ground.

The approximate cost for installing said walkway would be $275.00. I assume Lane County of the Oregon State Highway Department will assume the cost of this walkway as it is definitely a part of the Belt Line Road project.

Your early attention to this matter would be appreciated.

Very truly yours

H F Moy

Chief Engineer

HFM-o
cc-Director of Public Works
Lane County

RECEIVED
APR 14 1966
FOR FILING

20-1627
6117

April 13, 1966

St. Paul Fire & Marine Insurance
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6709 awarded to Trowbridge Electric Company for installation of a traffic signal on the Pacific Highway West at Belt Line Road in Lane County was completed on February 9, 1966, and accepted by the Highway Commission on April 12, 1966.

Final payment in the amount of $542.30 will be released to the contractor after April 20, 1966. The total contract amount is $10,616.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm
cc Trowbridge Electric Co.
721 S.E. Oak Avenue
Roseburg, Oregon

Ken Bailey Insurance Agency
830 S. E. Rose
Roseburg, Oregon

L. H. Young
C. H. Maison (Attn: John Herr)

RECEIVED
APR 12 1966
FOR FILING
20-1627
6709

April 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 9, 1966, on Contract No. 6709. The contract was with Trowbridge Electric Co. and was for traffic signal installation at the Belt Line Road intersection on the Pacific Highway West in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
SEP 30 1965
ENGINEERING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1965

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6709 for the following project:

Traffic signal installation on Pacific Highway West of Belt Line Road in Lane County.

This award was based on your bid of $10,846.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 30 1965
FOR FILING

September 28, 1965

Trowbridge Electric Company
721 S.E. Oak Avenue
Roseburg, Oregon

Gentlemen:

The State Highway Commission on September 24 received bids in behalf of Lane County Board of Commissioners for traffic signal installation on Belt Line Road at Prairie Road about three miles north of Eugene.

In view of the fact that this is a county project, the Commission on September 28 referred all bids received to the Lane County Board of Commissioners for further handling.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 28 1965

FOR FILING
20-1427
0701

September 27, 1965

The Board of Commissioners
Lane County
145 East 8th Ave.
Eugene, Oregon

Prairie Road Intersection
Belt Line Road
Traffic Signal Installation

Attention: Mr. G. K. Attig
Director of Public Works

Gentlemen:

Enclosed are four (4) bid proposals received by the State Highway Department for a traffic signal installation at the Prairie Road intersection on Belt Line Road.

The low bid of Trowbridge Electric Co., $7,753.00, is below our engineer's estimate.

Should the County accept a bid proposal on this contract and desire the assistance of this office in preparation of the contract, please return the accepted bidder's proposal and the date of award.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WG:bb

Enclosures (4)

cc: Mr. L. R. Chandler
Mr. H. S. Cox

22-3251 Sand Storage Shed at Minto Creek SP Site, N. Sant. Hwy. 1965

#6710

RECEIVED
FEB 1 - 1966
FOR FILING
22-3251
6710

February 1, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6710 awarded to C.A. Lants Construction Company for construction of a sand storage shed on the Minto Creek Stockpile Site on the North Santiam Highway in Linn County was completed on December 17, 1965, and accepted by the Highway Commission on January 28, 1966.

Final payment in the amount of $495.99 will be released to the contractor after February 8, 1966. The total contract amount is $16,533.12 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc C.A. Lants Construction Co.
3093 12th Street
Salem, Oregon

Bourland Insurance Company
1980 Fairgrounds Road
Salem, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 31 1966
FOR FILING

22-3251

6710

January 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 17, 1965, on Contract No. 6710. The contract was with C. A. Lantz Construction Company and was for construction of a sand storage shed on the Minto Creek Stockpile Site on the North Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 28, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM 6-123

RECEIVED
SEP 30 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD

KENNETH H. DOBROSKY, MEMBER
WASCO

DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

C. A. Lantz Construction Company
3093 12th Street
Salem, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6710 for the following project:

Sand Storage Shed at the Minto Creek Stockpile on the North Santiam Highway in Linn County.

This award was based on your bid of $16,464.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

RECEIVED
JUL 20 1965
FOR FILING

FORM 8-3021 (7-64) SP 5230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1965

SUBJECT: CONTRACT - SAND SHEDS

To:
Ivan Merchant
Bridge Engineer
B U I L D I N G

Funds were approved in the 1965-57 Budget for the construction of two 60' x 96' Sand Sheds at $18,000 each at the following locations.

Please prepare plans and specifications for advertising and placing on the next contract letting for bids for construction.

(1) THE DALLES: Maintenance Yard

Construct as per Standard Drawing #17872 a 60' x 96' Sand Shed for a light snow load of 30# per square foot, with concrete pad foundations. Site for building is clear and ready for construction.

(2) MINTO CREEK STOCK PILE SITE: North Santiam Hwy at MP 65.35.

Construct as per Standard Drawing #17981 a 60' x 96' Sand Shed for heavy snow loads of 100# per square foot on concrete pad foundations. Note: Recommended change in length of bents on attached plan, for additional turning radius and room between bents for scoopamobiles when loading trucks.

Grading and leveling work required on the building site will be done with state forces prior to contract letting.

Attached hereto are vicinity maps and plot plans showing locations for sheds to be constructed.

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY H. W. HUGHLETT

NOTED
JOM EDWARDS

H. W. Hughlett
State Bridge Superintendent

HWH:hl

cc: Tom Edwards
C. H. Maisen
R. D. Asburry
F. T. Lacey
J. F. Putnam
R. .P. Hamilton

NOTED
JOM EDWARDS

22-8309 Sant. Junc. Rock Prod. Proj. 1965
N. Sant., Sant. & Clear Lake
#6711 Highways

RECEIVED
DEC 8 - 1965
FOR FILING

22 REG
6711

December 7, 1965

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6711 awarded to Saxton-Stevenson, Inc., for the Santiam Junction Rock Production Project on the North Santiam, Santiam, and Clear Lake-Belknap Highways in Linn and Jefferson Counties was completed on November 5, 1965, and accepted by the Highway Commission on December 6, 1965.

Final payment in the amount of $1,512.50 will be released to the contractor after December 14, 1965. The total contract amount is $33,285.22 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Saxton-Stevenson, Inc.
P. O. Box 206
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 6 - 1965
FOR FILING

22-X309
6711

December 6, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 5, 1965, on Contract No. 6711. The contract was with Sexton-Stevenson, Inc. and was for rock production on the Santiam Junction Section of the North Santiam, Santiam and Clear Lake-Belknap Springs Highway in Linn and Jefferson Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1965, and that you concur in this procedure at the Commission meeting on December 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
R. D. Asburry
J. F. Putnam

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Santiam Jct Rock Production	WEEK ENDING: Nov. 6, 1965
		SECTION PREFIX: 22-8309
	HIGHWAY: 3 State Highways	COUNTY: Linn & Jefferson
NAME OF JOB: Santiam Junction Rock Production	KIND OF WORK: ~~XXX~~ Rock Production	
CONTRACTOR: Saxton-Stevenson, Inc.	CONTRACT NUMBER: 6711	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Sept. 28, 1965	DATE WORK STARTED: Sept. 29, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 34,031.25	SPECIFIED COMPLETION DATE: 6-30-66	PERCENT OF TIME ELAPSED: 14
EXCLUSIVE OF ENGINEERING: $ 31,611.25	ENGINEERING AUTHORIZATION: $ 2,420.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,611.25	ENGINEERING COST TO DATE: $ 1,310	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 54 %	DATE PROJECT WAS COMPLETED: Nov. 5, 1965

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			10,000 CY		
TOTAL QUANTITIES CORRECTED TO DATE			10,000		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			10,000		
AVERAGE DAILY QUANTITIES			500		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY			1		
HOURS PER SHIFT			8		

EQUIPMENT USED DURING THE WEEK:

1 Crusher, 1 Loader, 2 Trucks

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				Raining
MONDAY	clear		0	
TUESDAY	cloudy		0	
WEDNESDAY	cloudy		½	broken screen
THURSDAY	cloudy		0	
FRIDAY	clear		0	
SATURDAY				

RECEIVED
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Crushing and stockpiling 3/4-1/2, 1/2-1/4, 1/4-#10 & 1/4-0.
TUESDAY	Crushing and stockpiling same four sizes oiling aggregate.
WEDNESDAY	Crushing and stockpiling.
THURSDAY	Crushing and stockpiling.
FRIDAY	Contractor finished crushing and stockpiling. Survey party remeasuring stockpiles.
SATURDAY	

REMARKS

Contractor finished crushing and stockpiling Friday, Nov. 5.

Semifinal Estimate will be submitted forepart next week.

Final Report.

SIGNED P. H. Clark LOCATION Bend

Res. Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 30 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Saxton-Stevenson, Inc.
P. O. Box 206
Salem, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6711 for the following project:

Santiam Junction Rock Production
Project on the North Santiam,
Santiam and Clear Lake Highways
in Linn and Jefferson Counties.

This award was based on your bid of $30,250.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
R. G. Savage (SIAC)
L. H. Young

29-8310 McNamars Camp-Banks Junction 1965
Rock Prod. Proj., Wilson R.
#6712 Highway

RECEIVED
APR 1 - 1966
FOR FILING

29-8310

6712

April 1, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6712 awarded to Saxton-Stevenson, Inc., for rock production on McNamara Camp-Banks Junction Section of the Wilson River Highway in Tillamook and Washington Counties was completed on February 4, 1966, and accepted by the Highway Commission on March 31, 1966.

Final payment in the amount of $2,122.45 will be released to the contractor after April 8, 1966. The total contract amount is $44,512.44 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Saxton-Stevenson, Inc.
P.O. Box 206
Salem, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 1 - 1966
FOR FILING
29-X-10
6712

March 31, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 4, 1966, on Contract No. 6712. The contract was with Saxton-Stevenson, Inc. and was for rock production on the McMasters Camp-Banks Junction Section of the Wilson River Highway in Tillamook and Washington Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 31, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: McNAMERS CAMP - BANKS JUNCTION	WEEK ENDING: KH March 5, 1966
		SECTION PREFIX: 29 - 8310
	HIGHWAY: Wilson River	COUNTY: n Tillamook & Washington
NAME OF JOB: McNAMERS CAMP - BANKS JUNCTION	KIND OF WORK: Rock Production	
CONTRACTOR: Saxton - Stevenson, Inc.	CONTRACT NUMBER: 6712	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 28, 1965	DATE WORK STARTED: October 25, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: SUPERVISION:	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 184	WORK DAYS USED CALENDAR DAYS USED 129
	SPECIFIED COMPLETION DATE: March 15, 1966	PERCENT OF TIME ELAPSED: 70
PROJECT AUTHORIZATION: $ 47,205.00	ENGINEERING AUTHORIZATION: $ 3,356.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 43,848.20	ENGINEERING COST TO DATE: $ 4,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 44,560.98		DATE PROJECT WAS COMPLETED: November 30, 1965 (A) February 4, 1966 (B)
ESTIMATED PERCENT OVERRUN [redacted]: 3 %	PERCENT OF AUTHORIZATION: 119 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
						107		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING	
MILES IN PROJECT					21.52			
MILES PARTIALLY COMPLETED								
MILES COMPLETED								E
TOTAL ESTIMATED QUANTITIES (CONTRACT)					14,500			
TOTAL QUANTITIES CORRECTED TO DATE								
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					15,444			
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY								
HOURS PER SHIFT								

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	Snow			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY				

RECEIVED
CONSTRUCTION

Scott
Wills
Litchfield
Olson

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
February SUNDAY 27	
MONDAY 28	
March TUESDAY 1	
WEDNESDAY 2	
THURSDAY 3	
FRIDAY 4	
SATURDAY 5	

REMARKS

Semifinal Estimate with all supporting data was delivered to the Division Office on March 2, 1966. The project is now completed.

FINIS

by Paul E. Nelson

SIGNED James W. Cochell LOCATION Beaverton 97005

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM 6-181

RECEIVED
SEP 30 1965
Filed

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MCMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID W. [illegible], MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

27-8211

6 11 1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Saxton-Stevenson, Inc.
P. O. Box 206
Salem, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6712 for the following project:

McNamara Camp-Banks Junction Rock Production Project on Wilson River Highway in Tillamook and Washington Counties.

This award was based on your bid of $41,960.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lkn

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

33-3251 Sand Storage Shed, State Hwy. 1965
maintenance yard, Columbia
#6713 River Hwy.

RECEIVED
JAN 24 1966
FOR FILING

33-3251
6713

January 21, 1966

General Insurance Company
of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6713 awarded to Mid-State Construction Company for construction of a sand storage shed in The Dalles maintenance yard on the Columbia River Highway in Wasco County was completed on December 8, 1965, and accepted by the Highway Commission on January 20, 1966.

Final payment in the amount of $617.85 will be released to the contractor after January 28, 1966. The total contract amount is $20,593.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mid-State Construction Co.
810 Union Street
The Dalles, Oregon 97058

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 21 1966
FOR FILING

33-3251
6713

January 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 8, 1965, on Contract No. 6713. The contract was with Mid-State Construction Company and was for construction of a sand storage shed in The Dalles maintenance yard in Wasco County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This will be presented to you for confirmation at the Commission meeting on January 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

bg

RECEIVED
OCT 20 1965
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM, OREGON 97310
FOR FILING

FORM 69

COPY

Rate & Survey
WWG: 280179
85669-Rej.

October 19, 1965

Mid-State Construction Co.
810 Union Street
The Dalles, Oregon 97058

Gentlemen:

According to the State Highway Department, you have been awarded Contract number 6713 to construct a sand storage shed at The Dalles.

Payroll had in connection with this contract will be subject to Class 5316, Building Erection or Repair, at a base rate of $8.90 per $100 of payroll.

Due to a misunderstanding, we recently informed the State Highway Department that your firm rejected the Workmen's Compensation Law effective July 1, 1958. This rejection actually applies to the partnership of Lyle Hickok and Walter Van Horn. We now realize that the contract was let to Walter Van Horn, individual.

As the prime contractor, you are liable for all subcontractors performing work defined as hazardous within the meaning of the Workmen's Compensation Law, and each subcontractor is your workman unless the subcontractor (1) has an active account with the Commission for the work covered by the contract, (2) has filed a rejection which is in effect during the life of the contract, or (3) has filed a jointly-signed agreement as provided in ORS 656.124. Please keep us informed of all contracts let.

Yours truly,

C. D. Matthis, Director
Employer Coverage Division

By:

W. W. Geibel
Rating Supervisor

WWG:ef

cc: C. W. Head
Assistant Secretary
State Highway Department
Salem, Oregon

NOTED
C. W. HEAD

RECEIVED
OCT 20 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 11 1965
FOR FILING

33-3251

1712

October 7, 1965

Mid-State Construction Company
810 Union Street
The Dalles, Oregon

Gentlemen:

The State Industrial Accident Commission have notified us concerning your Contract No. 6713, awarded to you for the sand storage shed at The Dalles in Wasco County.

Their letter states that you rejected the provisions of the Workmen's Compensation Law effective July 1, 1958, as a partnership between Lyle L. Hickok and Walter Van Horn. Our records indicate that you are prequalified with this Department and bid on this project as W. L. Van Horn, individual, dba Mid-State Construction Company.

If you have not already done so, please take the necessary action to open an account with the Accident Commission.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head
Assistant Secretary

CWH:jf

cc: W. W. Geibel
State Industrial Accident Commission
George Rohde
L. H. Young
Ivan Merchant

STATE OF OREGON
STATE INDUSTRIAL ACCIDENT COMMISSION
SALEM 97310

ADDRESS REPLY TO
STATE INDUSTRIAL ACCIDENT COMMISSION
LABOR AND INDUSTRIES BUILDING
SALEM, OREGON

ATTENTION Rate & Survey
WWG: 85669 Rej.

October 4, 1965

Mr. Floyd Query, Secretary
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Query:

The employers awarded contracts on September 28, 1965, are properly registered with one exception.

Contract number 6713 was awarded to Mid-State Construction Co. of The Dalles, Oregon. According to our records, this firm consists of a partnership between Lyle L. Hickok and Walter Van Horn. This partnership rejected the provisions of the Workmen's Compensation Law, effective July 1, 1958.

Your cooperation in seeing that the partnership files a withdrawal of the previously filed rejection will be appreciated.

Yours truly,

C. D. Matthis, Director
Employer Coverage Division

By: W. W. Geibel

W. W. Geibel
Rating Supervisor

WWG:cf

NOTED
C. W. HEAD

RECEIVED
OCT 5 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, VICE-CHAIRMAN
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Mid-State Construction Company
810 Union Street
The Dalles, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6713 for the following project:

Sand Storage Shed at the State Highway maintenance yard on the Columbia River Highway at The Dalles in Wasco County.

This award was based on your bid of $20,230.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

FORM E-30X—10M—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1965

SUBJECT: CONTRACT - SAND SHEDS

To:
Ivan Merchant
Bridge Engineer
B U I L D I N G

Funds were approved in the 1965-57 Budget for the construction of two 60' x 96' Sand Sheds at $18,000 each at the following locations.

Please prepare plans and specifications for advertising and placing on the next contract letting for bids for construction.

(1) THE DALLES: Maintenance Yard

Construct as per Standard Drawing #17872 a 60' x 96' Sand Shed for a light snow load of 50# per square foot, with concrete ped foundations. Site for building is clear and ready for construction.

(2) MINTO CREEK STOCK PILE SITE: North Santiam Hwy at MP 65.35.

Construct as per Standard Drawing #17981 a 60' x 96' Sand Shed for heavy snow loads of 100# per square foot on concrete ped foundations. Note: Recommended change in length of bents on attached plan, for additional turning radius and room between bents for scoopemobiles when loading trucks.

Grading and leveling work required on the building site will be done with state forces prior to contract letting.

Attached hereto are vicinity maps and plot plans showing locations for sheds to be constructed.

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY H. W. HUGHLETT

H. W. Hughlett
State Bridge Superintendent

HWH:hl

cc: Tom Edwards
C. H. Maison
R. D. Asburry
F. T. Lacey
J. F. Putnam
R. .P. Hamilton

NOTED
JOM EDWARDS

RECEIVED
JUL 20 1965

FORM E-30K—10M—7-64 SP 6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 16, 1965

SUBJECT: CONTRACT - SAND SHEDS

To:
Ivan Merchant
Bridge Engineer
B U I L D I N G

Funds were approved in the 1965-57 Budget for the construction of two 60' x 96' Sand Sheds at $18,000 each at the following locations.

Please prepare plans and specifications for advertising and placing on the next contract letting for bids for construction.

(1) THE DALLES: Maintenance Yard

Construct as per Standard Drawing #17872 a 60' x 96' Sand Shed for a light snow load of 50# per square foot, with concrete ped foundations. Site for building is clear and ready for construction.

(2) MINTO CREEK STOCK PILE SITE: North Santiam Hwy at MP 65.35.

Construct as per Standard Drawing #17981 a 60' x 96' Sand Shed for heavy snow loads of 100# per square foot on concrete ped foundations. Note: Recommended change in length of bents on attached plan, for additional turning radius and room between bents for scoopemobiles when loading trucks.

Grading and leveling work required on the building site will be done with state forces prior to contract letting.

Attached hereto are vicinity maps and plot plans showing locations for sheds to be constructed.

E. S. Hunter
Maintenance Engineer

By ORIGINAL SIGNED BY H. W. HUGHLETT

NOTED
JOM EDWARDS

H. W. Hughlett
State Bridge Superintendent

HWH:hl

cc: Tom Edwards
C. H. Maison
R. D. Asburry
F. T. Lacey
J. F. Putnam
R. .P. Hamilton

NOTED
JOM EDWARDS

SU-466(5) #6714 Beaverton-Tualatin Hwy. U-Xing Sec., Beaverton-Tigard Hwy. 1965

RECEIVED
NOV 14 1966

SI-466(5)
6714

November 14, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

A post-final payment for $3,000 will be made to Tom Lillebo Construction Company on Contract No. 6714 for the Beaverton-Tualatin Highway Undercrossing on the S.P.R.R. Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County, as soon as the warrant is prepared.

The total amount paid on this contract will be $289,769.65, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Tom Lillebo Construction Company
P.O. Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Company
534 S.W. 3rd Avenue
Portland, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
NOV 7 - 1966
FOR FILING

su-466(5)
6714

October 10, 1966

#15

Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6714 on the Southern Pacific Railroad Overcrossing-Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date to May 30, 1966.

Very truly yours,

Floyd Ousy, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc L. W. Rullen
Warren Mueller
L. H. Young
Ivan Merchant
C. H. Maisen
Bureau of Public Roads

RECEIVED
OCT 5 - 1966
FOR FILING
SU-466(E)
6714

October 4, 1966

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Gentlemen:

Contract No. 6714 awarded to Tom Lillebo Construction Company for construction of the Beaverton-Tualatin Highway Undercrossing on the Southern Pacific Overcrossing-Pacific Highway east of the Beaverton-Tigard Highway in Washington County was completed on July 1, 1966, and accepted by the Highway Commission on October 3, 1966.

Final payment in the amount of $14,[illegible].9[illegible] will be released to the contractor after October 21, 1966. The total contract amount is $[illegible]6,769.6[illegible] and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quen[illegible], Secretary
OREGON State Highway Commission

By
C. W. Mead, Assistant Secretary

cc

cc: Tom Lillebo Construction Co.
P. O. Box 45
Reedsport, Oregon

Ward Cook-Rodgers Insurance Co.
534 SW 3rd Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 4 - 1966
FOR FILING

SU-466(E)
6714

October 3, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 1, 1966, on Contract No. 6714. The contract was with Tom Lilleloe Construction Co. and was for construction of the Beaverton Tualatin Highway Undercrossing on the Beaverton-Tigard Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented for your confirmation at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. W. Rulien

bg

RECEIVED
SEP 23 1966
FOR FILING
SU-461(3)
6714

September 22, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 15
October 6, 1966 meeting

Gentlemen:

Tom Lilleto Construction Company, contractor on the Southern Pacific Railroad Overcrossing, Pacific Highway West Section of the Beaverton-Tigard Highway in Washington County, Contract 6714, has requested that the date of completion be advanced from the specified date of April 30, 1966, to July 1, 1966, without assessment of liquidated damages.

The contractor's reasons for his failure to complete the work on time are: inclement weather; overrun in quantities of excavation; removal of utilities; installation of utilities; failure of structural steel to fit; and removal of detour and detour slope by others.

The contractor's operations were delayed 12 days in performing structural excavation over and above the quantity stated in the bidding documents, three days due to necessary move of an overhead power line, seven days due to necessary move of a gas line, and eight days waiting for another contractor in the project area to clear a detour slope from the area to be occupied by slope paving.

Total overrun in time is 62 calendar days. Conditions beyond the contractor's control delayed the work 30 days. I recommend that the contractor be granted a 30-day extension, advancing the completion date to May 30, 1966, without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 32 days consumed. This amounts to an assessment of $3,200.

This matter will be on the agenda for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Quary
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. W. Rulien

CAG:jf bg

Form E-320—3M—7-55

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date April 29, 1966, 19

Gentlemen:

We, the undersigned, respectfully request an extension of 83 no days time, from May 1, 19 66, to June 22, 1966, within which to complete our Contract No. 6714, described as follows: County-Washington, Highway-Beaverton-Tigard
Section-S.P.R.R. O'XING-Pacific Highway West
Kind of work- Beaverton-Tualatin Highway U'xing
Bridge # 6714

The above request is based upon the following reasons:

See letter attached.

Respectfully submitted,

Tom Lillebo Construction Co. Contractor

By Lee R. Clements
Lee R. Clements
Vice President

CONSENT OF SURETY

Date ....., 19

We, See Letter Attached, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

Ward-Cook-Rodgers Ins. Co. Attorney-in-fact (SEAL)

C M Barnes
Resident Agent

Portland, Oregon

State Printing 87499

BRIDGE DIVISION
OREGON STATE HIGHWAY DEPT.
DEC 2 - 1966
PM 12,1,2,3,4,5,6,7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6714 Contractor Tom Lillebo Constr. Co.

Highway Beaverton - Tigard

Section (Beaverton - Tualatin Hwy. U'xing) S.P.R.R. O'xing- Pacific Hwy. West

Kind of Work Beaverton - Tualatin Hwy. U8 xing

It is recommended that such extension be granted as requested under the following terms and conditions:

Grant 30 calendar day extension without assessment of liquidated damage because of conditions beyond contractor's control. Assess liquidated damages for remaining 32 calendar days consumed.

Recommended for Approval:

L. W. Rulien by

Allan C. Harwood

A. C. Harwood, Asst. Division Engineer

Ivan V. Merchant

Bridge Engineer

J. B. Kloberdanz

Assistant State Highway Engineer

Contract No. 6714

Project designation SU- 466 (5)
State—Federal

Date awarded Sept. 28, 1965

Work started Nov. 4 , 1965

Per cent completed 100% July 1, 1966
Date

Specified completion date April 30, 1966

Previously extended to July 1, 1966

Extension requested to 83 Cal. Days

Tom Lilleko Construction Co.

BRIDGE-HEAVY CONSTRUCTION, INDUSTRIAL AND COMMERCIAL BUILDING

July 7, 1966

Oregon State Highway Department
Attention: Mr. Warren Mueller
Resident Bridge Engineer
McMinnville, Oregon

Regarding: South Pacific Railroad Under Crossing
Beaverton-Tualatin Highway
Contract No. 6714

Gentlemen:

Referring to our letter of response by Mr. Harwood dated July 1, 1966 we wish to make the following comments which have been requested by the resident engineer, Mr. Mueller.

First, it has been verbally agreed by both parties that the calender day count by the state ceased on July 1st, 1966.
Second, that our letter of April 29,1966 remains a matter of record for your files and future reference.

One item of the above mentioned letter, namely item 4 was discussed prior to the time the request for a time extension was made and apparently Mr. Mueller asked the gas company and water company not to install their lines until later, and this occured during June. Our request on item #4 was for 7 days and this request still remains the same.

Another item of discrepency is the total number of days requested which should read 63 instead of 62 days.

It is now evident that the request for an additional 21 days is not needed as requested in item #6 so this request may be deleted. However, as was pointed out we had no knowledge of when this work would be completed in regards to unfinished work under and around the structure pretaining to drainage, sub-grade and that portion of the detour interfering with the completion of our contract.

In concluding our supplement to our previous request we note that only quite recently was equipment able to work in the bridge area at all, and this only after completion of site drainage, and removal of mud. This was replaced in some cases with dry materials

To work the cats and hauling equipment through the site. This should be ample proof that our contention on site conditions and other items mentioned are justified claims and should be recognized as such. As a

130 EAST RAILROAD AVENUE • P. O. BOX 45 • PHONE 271-2147 • REEDSPORT, OREGON 97467

Tom Lillebo Construction Co.

BRIDGE-HEAVY CONSTRUCTION, INDUSTRIAL AND COMMERCIAL BUILDING

matter of fact we feel justified in pointing out that this site was never made ready as set forth in the contract. Perhaps a claim for extra compensation is more in order due to this fact and supercedes a request of time that we have already made.

We think this is a fair appraisal of the situation and sincerely hope that you will give this matter your careful consideration and that no penalty be assessed against this contract.

Yours truly,

Lee R. Clements

Lee R. Clements
Tom Lillebo Construction Co.

130 EAST RAILROAD AVENUE • P. O. BOX 45 • PHONE 271-2147 • REEDSPORT, OREGON 97467

Tom Lillebo Construction Co.

BRIDGE - HEAVY CONSTRUCTION, INDUSTRIAL AND COMMERCIAL BUILDING

REFERRED TO
Bridge Dev.
BY SECRETARY

April 29,1966

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 2 - 1966
AM 7,8,9,10,11,12,1,2,3,4,5 PM

Oregon State Highway Commission
Salem, Oregon

Re: Contract # 6714
S.P.R.R. O'xing-Pacific Highway West
Beaverton-Tualatin Highway O'xing

Gentlemen:

We are requesting a time extension in the amount of 62 calender days to complete this project in its entirety. The following are our reasons for this request.

1. Inclement weather through the winter & spring. Estimated time loss 30 calender days.
2. Overrun in quantities 15 calender days.
3. Removal of utilities 3 days.
4. Installation of utilities 7 days
5. Delays by structural steel which failed to fit. 8 days
6. An additional 21 days to prepare the slopes and lay slope paying after the grading contractor has removed the detour and completed his grading under the bridge.

The dates on item #1 are intermittent and difficult to determine but generally are for the months of Dec., Jan., Feb. and part of March. Poor drainage to the bridge site caused us to use a small crew and work in up to three feet of mud to perform our work.

Item two pertains to an over-run in structural excavation not clearly defined on plans, performed in January.

Item # 3 removal of utilitées by others in the first week of Nov.

Item # 4 Utilities put in by others before forming deck on approaches was in the month of March.

130 EAST RAILROAD AVENUE • P. O. BOX 45 • PHONE 271-2147 • REEDSPORT, OREGON 97467

Tom Lillebo Construction Co.

BRIDGE - HEAVY CONSTRUCTION, INDUSTRIAL AND COMMERCIAL BUILDING

April 29,1966

Item # 5 pertains to bracing in structural girders,some had to be removed and taken back to fabricators and reworked before installation. During month of April.

Item # 6 Removal of detour and work under bridge by others will be necessary before we are able to perform bid items # 11 and # 12. We have no knowledge of when this work can or will be performed.

We believe that we have executed and performed the work on this project diligently. Failure on our part to complete the project are,we believe,beyond our control. Therfore we respectfully ask consideration for this request of time extension and that no penalty be assessed.

We are asking for 62 days on items 1 through 5,and 21 days to complete items 11 & 12 after removal of detour and other incidental work by others.

Yours Truly

Lee R. Clements

Lee R. Clements
Vice President

RECEIVED
MAY 2 1966
OREGON
STATE HIGHWAY COMMISSION

130 EAST RAILROAD AVENUE • P. O. BOX 45 • PHONE 271-2147 • REEDSPORT, OREGON 97467

TELEPHONE 981-4330 AREA CODE 415

FEDERAL INSURANCE COMPANY

CHUBB & SON INC.,
MANAGER

PACIFIC DEPARTMENT
INTERNATIONAL BUILDING
601 CALIFORNIA STREET
SAN FRANCISCO, CALIFORNIA 94108

April 29, 1966

Oregon State Highway Department
Salem, Oregon

re: Tom Lillebo Construction Company, Reedsport, Oregon
Bond No. 8022-69-53 dated September 28, 1965 in the amount of $291,278.40 - Washington County, Beaverton-Tigard Highway - Contract Number 6714

Gentlemen:

We have been advised that Mr. Lee R. Clements of the above firm has written you under date of April 29 requesting an extension of eighty three calendar days on the above project.

This letter is to confirm the fact that Federal Insurance Company approves of the request and to state that the extension of time will in no way invalidate or void the above bond.

Yours very truly,
FEDERAL INSURANCE COMPANY

Lawrence P. Dixon

LPD:pd

RECEIVED
AUG 31 1966
FOR FILING
FA 166(3)
1 714

August 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: SPRR O'Xing-Pacific
Highway West Section
Contract No. 6714
FAP No. SU-466(5)

Dear Sir:

The specified completion date for the contract is April 30, 1966. The work was completed July 1, 1966, an overrun in time of 62 calendar days. The contractor has requested that the completion date be advanced to July 1, 1966 without assessment of liquidated damages.

The contractor's stated reasons for the delays are: inclement weather; overrun in quantities of excavation; removal of utilities; installation of utilities; failure of structural steel to fit; and removal of detour and slope excavation by others.

Conditions pertinent to each of the contractor's listed reasons are as follows:

1. Inclement weather is not a reason for an extension of time within the language of the specifications. No additional time is to be granted for this reason.

2. Bidding documents and the contract gave a quantity of 760 cubic yards of "Structural Excavation". The actual excavation required to complete the work in accordance with the plans was 1,229.1 cubic yards, an overrun of 469.1 cubic yards or about 60 percent. From observed time required to perform the total excavation, prorated to the bid quantity, the contractor is entitled

to an additional 12 days because of the misleading information in the bidding documents. No plan changes were made. All excavation was to plan elevation.

3. Overhead utilities consiting of a PGE power line and a West Coast Telephone Company cable, on common poles, were moved to locations directed by State to accommodate a contract previous to this structure contract. The result of the shift was to place the lines over the left outside row of structure footings and practically directly over and parallel to Bent 4, making it impossible to get pile driving equipment in place for work in the areas under the lines. The State ordered a further shift of the lines. Time spent in ordering and accomplishing a further shift of the lines to clear the construction delayed the contractor's operations three days.

4. A gas line and a water line occupy utility openings provided in the structure. When the concrete approach spans were in place and prior to decking the steel spans and while the end bent excavations were still open, the State ordered the contractor to delay his operations to the extent that the utility companies could place their lines in permanent position both in the structure and the roadway approaches thereto. This was done to expedite use of the overall project by traffic. Another contributing cause was the fact that the gas line was in temporary location on the detour roadway and had to be moved before the detour could be removed and a part of the slope protection could not be placed until the detour was cleared from the area. The contractor continued incidental work on the structure while utilities were placing lines on the structure but the primary work of placing deck forms, etc., was delayed an estimated seven days.

5. No consideration for additional time is given this item as fit of parts of the structure is the contractor's responsibility.

6. The south slope protection was complete except for the area occupied by the detour roadway on June 20. Due to wet conditions the detour contractor did not clear the area until June 28 (eight-day delay). When the area was cleared, the bridge contractor returned and completed the work in three days.

In summary, the contractor was delayed 38 days by conditions beyond his control. With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 30-day extension of time without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 32 days' time consumed. This amounts to an assessment of $3,200.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

RECEIVED
NOV 16 1965
FOR FILING

6714

November 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 4, 1965, on Contract No. 6714, SPHR O'xing-Pacific Highway West Section, in Washington County, in connection with Federal-Aid Project No. SU-466(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:jb

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO: 4166

PROJECT REPORT NO. 1-46(-) 7

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-3-65

STATE: Oregon

COUNTY: Washington

PROJECT NO.: SU-466(5)

6714

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.P.R.R. O'xing - Pacific Highway West Section

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-12-65	0.00
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 320,403.00	$ 203,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. H. Kleiber

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 3 1965

Oregon State Highway Department

Federal Aid
Project No. SU-466(5)

S.P.R.R. O'xing - Pacific Highway West Section

Beaverton - Tigard Highway in Washington County

Salem, Oregon, October 18, 1965

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code X722
Structure (Sta. 393+40.46)(Contract No. 6714)

Shoring, Cribbing, etc.	All Required			$ 5,000.00
Structural Excavation	760	cu.yd.	6.00	4,560.00
Structural Excavation Below Elevations Shown	80	cu.yd.	6.00	480.00
Furnish Treated Timber Piling	5,930	lin.ft.	1.38	8,183.40
Drive Timber Piles	162	only	28.00	4,536.00
Class "A" Concrete (1,336 cu.yd.)	All Required			92,000.00
Metal Reinforcement (268,600 lbs.)	All Required			32,000.00
Structural Steel (427,600 lbs.)	All Required			121,000.00
Metal Parapet Railing	564	lin.ft.	7.00	3,948.00
Pedestrian Handrail	562	lin.ft.	18.00	10,116.00
Preparation of Slopes	800	sq.yd.	2.00	1,600.00
Concrete Slab Riprap	800	sq.yd.	7.50	6,000.00
6-inch Standard Steel Pipe	80	lin.ft.	17.50	1,400.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	130	lin.ft.	3.50	455.00
		Subtotal		$291,278.40
		10% Engr. & Cont.		29,127.60
				$320,403.00

Length of Structure _ _ _ _ _ _ _ _ _ 0.00 miles

Federal Funds	$203,200.00
State Funds	117,203.00
	$320,403.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maint: Chap. 529, Laws 1939

FORM S-139
RECEIVED
SEP 30 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FOLK, VICE-CHAIRMAN
ASHLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

Su 466(3)

6714

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 28, 1965

Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6714 for the following project:

Beaverton-Tualatin Highway Undercrossing on Beaverton-Tigard Highway in Washington County.

This award was based on your bid of $291,278.40 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
K. D. Merchant

RECEIVED
SEP 30 1965
FOR FILING

Form CD-121 (11-63) (Prec. by A/O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 27, 1965

In reply refer to: 08-35.3-EC/
710.13

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Secondary Program

We inadvertently overlooked reauthorization of construction for the following project with our August 19 approval of your Stage I to Stage II PR-9 request:

Item	Project	Location	Work
938	SU-466(5)	Beaverton-Tualatin Hwy.	1 - Br.

This authorization is effective August 19, 1965 and reinstates the authorization previously granted in our July 12 program approval memorandum.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR
9-29-65

RECEIVED
SEP 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABUE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3-17-65

Tigard
G.C.

FOR [illegible] TO FILES: Underpass at Station 425+/-
Beaverton-Tigard Highway No. 144
City of Tigard

Pursuant Mr. Shaw's letter of March 11, 1965, concerning subject underpass, the councilman in charge, Road Department, (Mr. [illegible]ard), City of Tigard, was contacted on March 15, 1965.

The City of Tigard is hopeful of annexing certain areas lying easterly of the present east city limits thus extending the city limits to SW 72nd Street. In order to provide maximum vehicular communication, the city desires an underpass at approximately station 425 of the proposed Beaverton-Tigard Highway.

Councilman Woodward was of the impression that an 18' fill was planned for the area in question and stated that such an assumption was the basis for his letter of February 24, 1965.

It was explained to Mr. Woodward that such was not the case; rather, the fill through this section would be 7' or 8' and that to raise the fill 10' or 12' would mean a very large expenditure for right of way, borrow, and other factors.

Due to the mistaken information concerning the height of fill, Mr. Woodward requested that I contact their consultant engineer, Mr. Meggs.

On the off chance that a higher grade line might have been located in the past and that Mr. Megg may have gotten his information from such a vertical alignment, I checked with Division I concerning such a possibility. Mr. Ewen, locating engineer, assured me that the profile used in determining the height of fill was the one which had been used for all location data, hearings, etc.

Since Mr. Woodward requested a future conference concerning the underpass, Mr. Megg was not contacted so as to have all parties present at the conference and prevent any further misunderstandings. The subject of utilities was not discussed. The city will request a conference in the near future.

The attached small scale city map indicates the approximate location of the Beaverton-Tigard Highway and the proposed street extension desired by Tigard.

R. M. Allison, Field Engineer
County and City Division

RMA:mm
Att: Map

cc: L. P. Shaw
D. J. Barbee
A. E. Johnson

Letter to City 3-11

March 11, 1965

Mr. E. A. Woodard
Councilman in Charge
Road Department
Tigard, Oregon

Re: Beaverton-Tigard Highway
Tigard City Street Proposal

Dear Mr. Woodard:

I have before me your letter of February 24 in regard to the effect of the proposed Beaverton-Tigard Highway on a street which is proposed for establishment.

I believe this matter will be better understood if one of our people can go over the area in question with you. I am asking Mr. H. S. Cox, County and City Engineer, to have one of his men contact you as soon as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajv

cc Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox

CITY OF TIGARD

TIGARD, OREGON

February 24, 1965

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Oregon State Highway Department
Salem
Oregon

Attention: Engineering Division

Gentlemen:

As members of your staff have been previously advised, the City of Tigard has had under way for some months a proposal to establish a city street extending from the Hermoso Park Subdivision westerly to join with S. W. Garden Place, as generally depicted on the attached take-off map.

Certain of the owners have signed an incomplete deed of dedication as well as petition for annexation in this area, and it has just come to my attention that your right-of-way acquisition program has now proceeded to the point where certain of these owners have also given you options without regard to the plans for the city street.

Porter

I understand that your construction will involve an extensive fill in this particular area, which would constitute a physical barrier between that area proposed to be annexed lying north of the right-of-way and the area south, not only for travel but for sewers, water and other utilities. It would appear of vital importance that your plans for construction include provision for road underpass as well as for the necessary utility services. Members of the city engineering staff and myself stand ready at any time to discuss this matter with you, with the purpose of working out a mutually acceptable solution to this problem.

Your immediate attention and cooperation would be appreciated.

CITY OF TIGARD

By E A Woodard

E. A. Woodard
Councilman in Charge,
Road Department

TIGARD STREET DEDICATION

HINGTON

WARREN C. & ANNE M. CRAIG
B451 P382

200

25'

EDWIN W. & PATRICIA N. DEKONING
B415 P466

100

B416 P106

25 1 1Bc

N.E COR.
416/106

SOUTH LINE GEORGE RICHARDSON D.L.C.38

PARCEL "B"

25'

CITY DARY

300

25'

PARCEL "C"

EDWD. & BABETTE H
165 P 35

CITY DARY

"B"

25'

00

S.W. COR. LOT 8

EDW. & BABETTE HUNZIKER
1767 P 35

CITY BOUNDARY

PARCEL B

1500

H E

15'

25'

N 0°42'E 250'

RICHARD HOMER & MARIE H. MARTIN
B 440 P 559

300

1400

THOMAS G. & MARIA F. ELLIOTT
B 407 P 224

35-8312	Service Creek-Waldron School Rock Prod. Proj., Service Creek-Mitchell Hwy.	1965
#6715		

RECEIVED
MAR 28 1966

F... 8213
6715

March 25, 1966

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6715 awarded to Cody Logging Company for rock production on the Service Creek-Waldren School Section of the Service Creek-Mitchell Highway in Wheeler County was completed on February 9, 1966, and accepted by the Highway Commission on March 23, 1966.

Final payment in the amount of $1,393.00 will be released to the contractor after April 1, 1966. The total contract amount is $35,851.42 including $306.05 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Cody Logging Company
P. O. Box 116
Tygh Valley, Oregon

James E. Schram & Company
608 Woodlark Building
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Heir

RECEIVED
MAR 2 1 1966

SC 8312
6715

March 23, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 9, 1966, on Contract No. 6715. The contract was with Cody Logging Company and was for rock production on the Service Creek-Waldren School Section of the Service Creek-Mitchell Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 23, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Service Creek-Waldron School

WEEK ENDING: Feb. 26, 1966

SECTION PREFIX: 35-8312

HIGHWAY: Service Cr.-Mitchell

COUNTY: Wheeler

NAME OF JOB: Service Creek-Waldron School

KIND OF WORK: Rock Production

CONTRACTOR: Cody Logging Co.

CONTRACT NUMBER: 6715

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: Sept. 28, 1965

DATE WORK STARTED: Nov. 29, 1965

ESTIMATED COMPLETION DATE: complete

AVERAGE FORCE ON PROJECT FOR THE WEEK
MEN: SUPERVISION

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: 4-30-66

PERCENT OF TIME ELAPSED: 63

PROJECT AUTHORIZATION: $ 35,887.50

EXCLUSIVE OF ENGINEERING: $ 33,335.50

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,937.47

ESTIMATED PERCENT: OVERRUN [redacted] 7.9 %

ENGINEERING AUTHORIZATION: $ 2,552.00

ENGINEERING COST TO DATE: $ 1700

PERCENT OF AUTHORIZATION: 67 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 108

DATE PROJECT WAS COMPLETED: Feb. 9, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
100					100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)			9,000		
TOTAL QUANTITIES CORRECTED TO DATE			11,238		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			11,238		
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	ptly cldy mild			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY	"			

RECEIVED

GEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	Contractor finished shaping stockpiles.
WEDNESDAY	Survey party remeasuring stockpiles.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

L. H. Warfield, asst. Div. Eng'r., made final inspection of project Wednesday.

Semifinal estimate will be submitted next week.

Final report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM S-189

RECEIVED
SEP 30 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 28, 1965

Cody Logging Company
Route 1, Box 116
Tygh Valley, Oregon

Gentlemen:

The State Highway Commission on September 28 awarded to you State Highway Contract No. 6715 for the following project:

Service Creek-Waldron School Rock Production Project on Service Creek-Mitchell Highway in Wheeler County.

This award was based on your bid of $31,900.00 which was submitted to the Commission on September 24 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)

19-1115 N. City Limits-5th St. N. 1965
(Lakeview) Sec., Fremont Hwy.
#6716 (Grading & Paving)

OAH
2823

RECEIVED
JUL 14 1966
FOR FILING
19-1115
6716

July 12, 1966

Fireman's Fund Insurance Company
1333 California Street
San Francisco, California

Gentlemen:

Contract No. 6716 awarded to Percy E. Jellum Contractor, Inc., for grading and paving the North City Limits-5th Street North (Lakeview) Section of the Fremont Highway in Lake County was completed on April 29, 1966, and accepted by the Highway Commission on July 6, 1966.

Final payment in the amount of $3,587.62 will be released to the contractor after July 19, 1966. The total contract amount is $68,110.02 including $598.90 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc Percy E. Jellum Contractor, Inc.
29 S.E. Court
Pendleton, Oregon 97801

Ahere and Jones, Inc.
618 North Main
Milton-Freewater, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 6 1966
FOR FILING

19-1115

6716

July 6, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 29, 1966, on Contract No. 6716. The contract was with Percy E. Jellum Contractor Inc. and was for grading and paving on the North City Limits-5th Street North (Lakeview) Section of the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 6 and that you concur in this procedure at the Commission meeting on July 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison

J. F. Putnam

bg fn

RECEIVED
JUN 27 1966
FOR FILING

19-1115

6716

June 3, 1966

#2

Percy E. Jellum Contractor, Inc.
29 S.E. Court
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission at its meeting on June 2 considered your request for an extension of time on Contract No. 6716 on 5th Street North-North City Limits in Lakeview on the Fremont Highway in Lake County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to May 13, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc J. F. Putnam
E. J. Dunn
L. H. Young
F. D. Morgan
C. H. Maisen

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6716 Contractor Percy E. Jellum, Contractor Inc.

Highway Fremont

Section North City Limits - 5th Street North

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXXXX~~ GRANTED. The reasons for such recommendation are as follows:

Delay in award of contract justifies an extension of 15 calendar days. Delay by utility company work justifies an extension of 22 calendar days. "shut down" order from the original completion date of November 30, 1965 to April 7, 1966 justifies an extension to April 7, 1966 plus the 37 days noted above.

Recommended for Approval:

J Whetsone
Division Engineer

John A. Bird
for Construction Engineer or Bridge Engineer

J B Klabre
asst
State Highway Engineer

Contract No.	6716
Project designation	State (State-Federal)
Date awarded	September 30, 1965
Work started	October 26, 1965
Per cent completed	19 November 13, 1965 (Date)
~~XXXXXXXXXXXXXXXXXX~~ Specified Completion No. of ~~Workdays Allowed~~	November 30, 1965
No. of Workdays Used	
~~XXXXXXXXXXXXXXXXXXXXXXXX~~ Extension requested to ~~XXXXXXXXXX~~ No. of ~~Added Workdays Requested~~	May 13, 1966

SP*8296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 1, 19 65

Gentlemen:

Time of completion as set forth on the contract to Dec. 30, 1965

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. 6716, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Contract Signed Sept. 30, 1965
2. Power poles moved completed Oct. 27, 1965.
3. Condemnation suit filed Sept. 30, 1965.
4. We started grading Oct. 26, 1965.

Respectfully submitted,

HARVEY E. JELLUM CONTRACTOR, INC.
Contractor

By Harvey E. Jellum
Harvey E. Jellum, President

CONSENT OF SURETY

Date Oct. 8, 19 65

We, FIDELITY FUND INSURANCE CO.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Resident Agent

FORM S-30 80M 8-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 22, 1966

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
No. City Limits-5th St.N. (Lakeview)
Fremont Highway
Contract No. 6716

Attached is a request from Percy E. Jellum Inc., contractor on the subject contract, for an extension of the specified completion date from November 30 to December 30, 1965 without the assessment of liquidated damages. The contractor's request is based on a delay in award of the contract, delays caused by utility moves in the work area and delays caused by non-availability of highway right of way.

Bids for this project were received on August 31, but the contract and bond were not mailed to the contractor until October 5, 1965 because of a right of way problem. The 1964 Standard Specifications, which control this project, allow extensions based on delays in awarding of contract in excess of 20 days. This delay of 35 days therefore justifies an extension of 15 calendar days. The power company did not complete their adjustments until October 27, 1965. The utility work effectively prevented the contractor from starting his work. This is a valid reason for an extension under the terms of the contract and justifies an extension of 22 calendar days.

A "shut down" order was issued November 30, 1965. This was the original specified completion date. The contractor was directed to resume work effective April 7, 1966. The time covered by this "shut down" order justifies an extension through April 6. The 37 days mentioned above justify an extension to May 13, 1966.

We recommend that the project completion date be extended to May 13, 1966 based on the delays mentioned above and the time covered by the "stop work" order. The estimated completion date for this project is May 15, 1966. Liquidated damages accrue at the rate of $75.00 per day. If the estimated

NOTED
F. B. KLABOE

completion date is met, $150.00 in liquidated damages will be assessed against the contractor. This is a State project and does not require Bureau of Public Roads concurrence. Since the estimated completion date will occur before the next Commission meeting, I recommend that verbal approval of the revised completion date be secured in order to prevent any undue delay in contract payments.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:nh

Attach.

cc: L. H. Young

RECEIVED
APR 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North City Limits - 5th St.		WEEK ENDING: May 6, 1966
		SECTION PREFIX: 19-1115
HIGHWAY: Fremont		COUNTY: Lake
NAME OF JOB: North City Limits - 5th St. N.	KIND OF WORK: Grading And Paving	
CONTRACTOR: Percy Jellum Contractor, Inc.	CONTRACT NUMBER: 6716	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 30, 1965	DATE WORK STARTED: October 26, 1965	ESTIMATED COMPLETION DATE: April 29, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: - SUPERVISION: -	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: May 13, 1966	PERCENT OF TIME ELAPSED: 94
PROJECT AUTHORIZATION: $ 84,344.06	ENGINEERING AUTHORIZATION $ 5,997.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 78,346.26	ENGINEERING COST TO DATE $ 6,590.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 68,691.03		DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 8 %	PERCENT OF AUTHORIZATION: 110 %	April 29, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.35	0.35		0.35	0.35
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.35	0.35		0.35	0.35
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,300 CY	6,050 CY		75 CY 12 T	2,300 T
TOTAL QUANTITIES CORRECTED TO DATE	6,318.8 CY "	7,034T 877 CY "		50 CY 11.37T "	1,904.31 T "
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					380.86
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					1
NUMBER OF SHIFTS PER DAY					8
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 5 - 10 CY dump trucks, 1 - paving machine, 1 - A C plant, 2 - tandem rollers, 1 - 15 ton pneumatic roller, 1 - front end loader

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear Warm			E
MONDAY	Clear Warm			B
TUESDAY	Clear Warm			
WEDNESDAY	Partly Cloudy			
THURSDAY	Partly Cloudy			
FRIDAY	Clear Warm			
SATURDAY	Clear Warm			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	3 Men in office compiling semi-final data.
TUESDAY	3 Men in office compiling semi-final data. Third notification mailed this date.
WEDNESDAY	Two men in office working on semi-final data.
THURSDAY	Two men in office working on semi-final data. Semi-final estimate wae completed
FRIDAY	Semi-final mailed to Division Office.
SATURDAY	

REMARKS

Mr. J F Putnam, Division Engineer over the project making final inspection Wednesday.

This is the last report for the project.

cc: Const. (2)
Div.
File

SIGNED E J Dunn LOCATION Lakeview

E J Dunn, Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
APR 28 1966
FOR FILING

19 111 5
6716

April 28, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 2
June 2, 1966 meeting

Gentlemen:

Percy E. Jellum Inc., contractor on the North City Limits-Fifth Street North (Lakeview) Section of the Fremont Highway in Lake County, Contract No. 6716, requests an extension of the specified completion date from November 30 to December 30, 1965. The contractor's request is based on a delay in award of the contract, delays caused by utility moves, and nonavailability of right-of-way.

The award and subsequent mailing of the contract and bond were delayed on this project because of a right-of-way problem. This delay amounted to 35 calendar days and under the terms of the Standard Specifications this justifies an extension of 15 calendar days. Power company utility adjustments delayed the contractor's operations and effectively prevented him from starting his grading work until October 27, 1965. This delay justifies an extension of 22 calendar days. A "shut down" order, in effect from November 30, 1965 to April 7, 1966, justifies an extension between these two dates since the original completion date was November 30, 1965.

I recommend that the specified completion date be advanced to May 13, 1966. The estimated completion date for this project is May 15, 1966. If the estimated completion date is met, $150 in liquidated damages will be assessed against the contractor.

This matter will be on the agenda to confirm verbal approval received from Mr. Jackson on April 23, 1966, at the June 2 meeting.

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

Very truly yours,

Forrest Cooper
State Highway Engineer

DES:DO

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6716 Contractor Percy E. Jellum, Contractor Inc.

Highway Fremont

Section North City Limits - 5th Street North

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Delay in award of contract justifies an extension of 15 calendar days. Delay by utility company work justifies an extension of 22 calendar days. "shut down" order from the original completion date of November 30, 1965 to April 7, 1966 justifies an extension to April 7, 1966 plus the 37 days noted above.

Recommended for Approval:

J. W. Kuhlman
Division Engineer

John A. Bird
for Construction Engineer or Bridge Engineer

M. K. Labre
asst
State Highway Engineer

Contract No.	6716
Project designation	State (State-Federal)
Date awarded	September 30, 1965
Work started	October 26, 1965
Per cent completed	19 November 13, 1965 (Date)
No. of Workdays Allowed (Specified Completion)	November 30, 1965
No. of Workdays Used	
Extension requested to Dec. 30, 1965,	May 12, 1966
No. of Added Workdays Requested	

SP*8896-734

E-320 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 1, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from time of completion as set forth on the contract to Dec. 30, 1965 days to ..... days, within which to complete our Contract No. 6716, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Contract Signed Sept. 30, 1965
2. Power poles moved completed Oct. 27, 1965.
3. Condemnation suit filed Sept. 30, 1965.
4. We started grading Oct. 26, 1965.

Respectfully submitted,

PERCY E. JELLUM CONTRACTOR, INC.
Contractor

By Percy E. Jellum
Percy E. jellum, President

CONSENT OF SURETY

Date Nov 8, 1965

We, FIREMANS FUND INSURANCE CO.

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

C. L. Lundeen
Attorney-in-fact

(SEAL)

Resident Agent

RECEIVED
APR 26 1966

4-22-66

TIME EXTENSIONS

6716 North City Limits-5th Street (Lakeview)
Contract 6716

Contractor is Percy Jellum.

Request extension for "stop work" from November 30, 1965 to April 7, 1966, plus 15 calendar days for delay in award (due to R/W problem) plus 22 days for delay in moving power poles. = new completion date requested of May 13, 1966.

(Estimated completion is May 15 = $150 penalty) Specified completion was Nov. 30, 1965.

Jackson Creek Section
of I.O.N. - Contract 6679

Contractor is F. H. McEwen

Request extension of time to take into account the ordered "stop work" from November 26, 1965 to April 18, 1966.

Extend completion date from November 30, 1965 to April 22, 1966.

(Contractor requested 10 additional days for bad weather and holidays in November, 1965--not valid.)

Approved by Mr. Jackson
on 4-23-66.
JBK Labor

April 22, 1966

JAB:lw

cc Porter
Bond
Young
Maison
4-26-66

RECEIVED
JAN 5 - 1966
FOR FILING

19-1115
6716

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 4, 1966

To: Mr. J. F. Putnam
Division Engineer
P. O. Box 1249
Bend, Oregon

SUBJECT: Extension of Time
North City Limits-5th Street North
Fremont Highway
Contract No. 6716

The time extension request from Percy E. Jellum Inc., on the subject project has been discussed with the Assistant State Highway Engineer. It has been decided not to present this request to the Highway Commission at this time, but to wait until work is resumed in the spring.

Depending on conditions in the spring, it may be necessary to prepare a new request. We will hold this request in this office until that time.

Will you please notify the contractor of this postponement of action on his request.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw

cc: F. B. Klaboe
L. H. Young

RECEIVED
FEB 10 1966

RECEIVED
DEC 29 1965
FOR FILING

19-1115

6716

299 E

December 28, 1965

Mr. Donald D. Mauts
"Don's Market"
859 "G" Street North
Lakeview, Oregon

Dear Mr. Mauts:

Reply is made to your letter of December 20 regarding detours bypassing your place of business. Mr. J. F. Putnam, Division Engineer of Bend, Oregon, has contacted you about this condition.

We explained to you that certain conditions beyond the control of the Highway Department contributed to delay in completion of this section beyond the time originally planned. We are sorry for any inconvenience caused your patrons.

I believe that some adjustment of barricades has been made which has improved the access to your place of business.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klabzo
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK #299)
F. D. Morgan
J. F. Putnam

FDM:fp srb

FORM E-30 9GM 3-65 SP*6470-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1965

SUBJECT: Don's Market Complaint
N. City Limits-5th Street
Fremont Highway
City of Lakeview

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached hereto is a report received from Mr. J. F. Putnam, Division Engineer, Bend, concerning his contact with Mr. Don Mautz, owner of Don's Market in Lakeview. This report explains conditions causing inconvenience to patrons of said market.

I believe Mr. Putnam's interview with Mr. Mautz and subsequent adjustment of some barricades in this vicinity to be the only action that can be justified to satisfy this complaint.

Attached is a rough draft of a reply to Mr. Mautz.

F. D. Morgan
Construction Engineer

FDM:fp
Enc.
cc J. F. Putnam

FORM S-90 REV 7-64 SP*6228.734

Morgan
Decker
Barboo
Walker
Parks
Morelock
Trout
Scott
Wilk
Litchfield
Olson

RECEIVED
DEC 23 1965
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

December 27, 1965

SUBJECT: Don's Market Complaint
N. City Limits -5th St.
Fremont Highway
City of Lakeview

To: Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

On Thursday, December 23, Mr. E. J. Dunn and I contacted Mr. Don Mautz, owner of Don's Market, concerning his complaint about the condition of his access to the market.

Don's Market is located near the North City Limits of Lakeview at the intersection of "G" and "H" Streets which is also the north end of subject project, which was let August 31, 1965. However, right of way was not cleared to allow awarding until September 30, and work could not be started until October 26 when utility poles were moved from excavation areas. Work proceeded on excavation, installation of storm sewers and adjustment of underground utilities at a good rate but cold weather caught us before concrete curbs would be placed and base rock completed, so it was necessary to shut down the project with only a portion of the base rock completed. The first lift is all on and approximately 50% of the second lift completed.

Mr. Mautz's Market is located in that portion of the project which has only one lift of the base rock. His access is in good shape but as the traffic is no longer passing in front of the Market but is using "H" Street, one block to the west as a detour. He contends he is losing many of his customers and those who are stopping are inconvenienced. He requested we remove the detour signs and allow traffic to pass through the project.

We attempted to explain the situation and advised him that we could not force traffic over rough rock with the additional hazards of high manholes and catch basins when an existing paved street with a direct connection on the north end of the project and only one block out of direction on the south end, was available. We would, however, remove as many of the barricades as possible to allow traffic desiring to patronize his place of business with the least amount of convenience. This has been done.

Mr. Mautz's reply to this was that the State had used very poor judgment in allowing the work to be started when we knew it could not be finished.

Routine

We pointed out that the contractor also had money involved in the work and that under the terms of the contract we could not stop work when weather was such that he could proceed. After further discussion in this vein, Mr. Dunn and I left with the realization that Mr. Mautz was still very unhappy over the situation, although he did admit later to Mr. Dunn upon removal of the extra barricades that this would help.

Both Mr. Dunn and Mr. Warfield have discussed this matter with Mayor "Skip" Thornton who agrees we have no alternative to our present plan. It is anticipated that work will not be able to commence again until May so we will undoubtedly hear from Mr. Mautz again.

J. F. Putnam
Division Engineer

JFP/ft

DON'S MARKET
859 G. St. North
LAKEVIEW, ORE

REFERRED TO
Admin.

Dec. 20 1965

State of Oregon
State Highway Department
Salem, Oregon

Dear Sirs:

The constrction on Highway 395 north out of Lakeview, Oregon is going on past two months. This construction along with the detours bypassing my place of business (Don's Market) is hurting my business.

What are you going to do about your road which you had no business starting at this time of the year?

Sincerly
Donald D. Mantz

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Price
Morelock
Trout
Scott
Wirfs
Lindsfield
Olson

RECEIVED
DEC 21 1965
CONSTRUCTION
DIVISION

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 21 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 20 1965
TOWN Salem

COMMISSIONERS
GLEN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

19-1115
6716

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 19, 1965

Percy F. Jellum Contractor, Inc.
29 S. E. Court Street
Pendleton, Oregon 97801

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6716, awarded September 30, 1965, for grading and paving the North City Limits-5th Street North in Lakeview on the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
NOV 30 1965
FOR FILING

14-1115

6716

AGENDA
NOV 4 1965
4K.

September 30, 1965

Percy E. Julian Contractor, Inc.
P. O. Box 271
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission on September 7, 1965, accepted your proposal for grading and paving on the North City Limits-5th Street North (Lakeview) Section of the Fremont Highway in Lake County for the sum of $73,372.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6716.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED
AUG 9 - 1966
FOR FILING

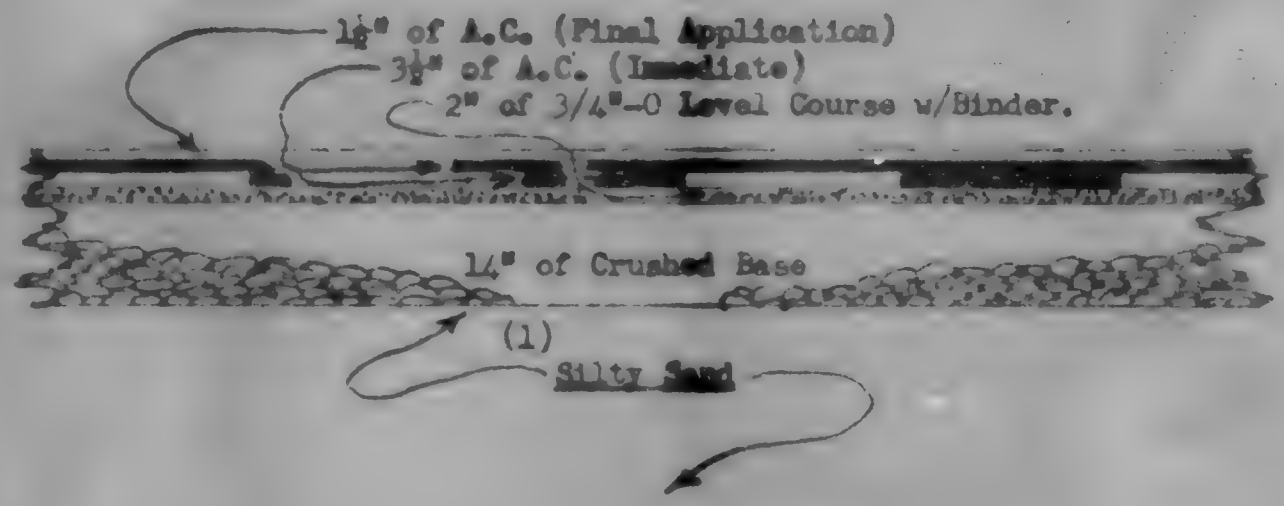
Section N. CITY LIMITS - 5TH ST. (LAKEVIEW) Highway FREMONT (FA 16) County LAKE Prefix 2716 Dist. 6

Res. Engr. E. J. Dunn Approx. Length 0.35 Miles. Sta. 11+88± to Sta. 30+40± Date 7-28-66

Truck A.D.T. 169 Traffic Coefficient 8.6 18 kip s.a. per day 118.6.

Annual Precipitation 19"± Frost Penetration 22" - 28".

(1)
Typical Soil
30 LL
8 PI
82 %P 10
30 %P200
18 %Gravel
26 %C Sand
26 %F Sand
21 %Silt
9 %Clay
14 "R" Value
[redacted]



CBR Total Req.	Credit	Thick.	
	3	1½	A.C. (
	7	3½	A.C. (Imm.
	2	2	Level
	14	14	Cr. Base
26	26	21	

AASHO CLASSIFICATION:
A-2-4

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Dunn
Staff Assistant

Recommended by [signature]
Asst. Engineer of Materials

Recommended by [signature]
Construction Engineer

Approved by [signature]
Asst. State Highway Engineer

SECTION: N. CITY LIMITS (LAKEVIEW) TO 5TH ST. N.

HIGHWAY: FREMONT # 19

COUNTY: LAKE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 2500 (Total)

B. Future ADT 4250 (Total)

C. Mean ADT 3375 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 10 (ADT Basis) (Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 5% x (C) 3375 = 168.75

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 169 x (H) 100 % = 169

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 8.6

SECTION: N. CITY LIMITS (LAKEVIEW) TO 5TH ST. N.

HIGHWAY: FREMONT # 19

COUNTY: LAKE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

This is a short (0.35± mi.) project in a remote part of the State, with no P.C.C. in the immediate area.

RECEIVED
MAY 3 - 1965
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 2823

19-1115
6716

Salem, Oregon
April 28, 1965

Cooperative Construction Agreement
9th St..(N. City Limits)-5th St. Section
Fremont Highway No. 19
City of Lakeview

Mr. H.S. Cox
County & City Engineer
Building

Attention: Mr. D.N. Harwell
Office Engineer
County & City Div.

Attached is a partially signed copy of a cooperative construction agreement with the Town of Lakeview covering the 9th St.(N. City Limits)-5th St. Section of Fremont Highway in Town of Lakeview.

A fully executed copy of the above agreement has been retained in this office for the Commission's files and one fully executed copy has been sent to the Town of Lakeview.

Secretary

rm
Attach: 1

RECEIVED
APR 15 1965
FOR FILING
19-1115
6716

4-9-65

Prefix No. 19-1458

LOCATION PROSPECTUS
NORTH CITY LIMITS-FIFTH STREET NORTH
FREMONT HIGHWAY
LAKE COUNTY

HIGHWAY: Fremont, State Primary No. 19, Federal-aid Primary No. 16.

TERMINI: Northerly at Milepoint 142.63 which point is the North City Limits of Lakeview. Southerly at Milepoint 142.94 which point is the intersection of Fifth Street North and the Fremont Highway.

LENGTH: 0.31 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications, and estimates for grading, drainage and paving of the existing facility. Reconnaissance is not necessary. Soils investigation will be conducted. There are no special drainage problems. This project is on the 1965 State Construction Program and is a cooperative project with the City of Lakeview.

CHARACTERISTICS: Existing ADT 2,150 and projected ADT 3,900.

STANDARDS: Class A(2).

TYPICAL SECTION: City Street Section with total width between curbs of 44 feet which will accommodate two 12-foot travel lanes with 10-foot parking lanes. Existing right of way is 60 feet.

BASE DESIGN: The tentative design for construction is:

Paving	1-1/2"	A. C. Final
	3-1/2"	A. C. Immediate
Top Course, Base	2"	Leveling
Bottom Course, Base	9-1/2"	Coarse Base
Total Depth	16-1/2"	

MATERIAL: Sources of material will be located and referenced to this project during the survey.

ACCESS: Limited as to location, width and unrestricted as to land use. Entire project within city limits of Lakeview and subject to city ordinance.

ADDITIONAL FACILITIES: No railroads or major stream crossings. The city will adjust city utilities.

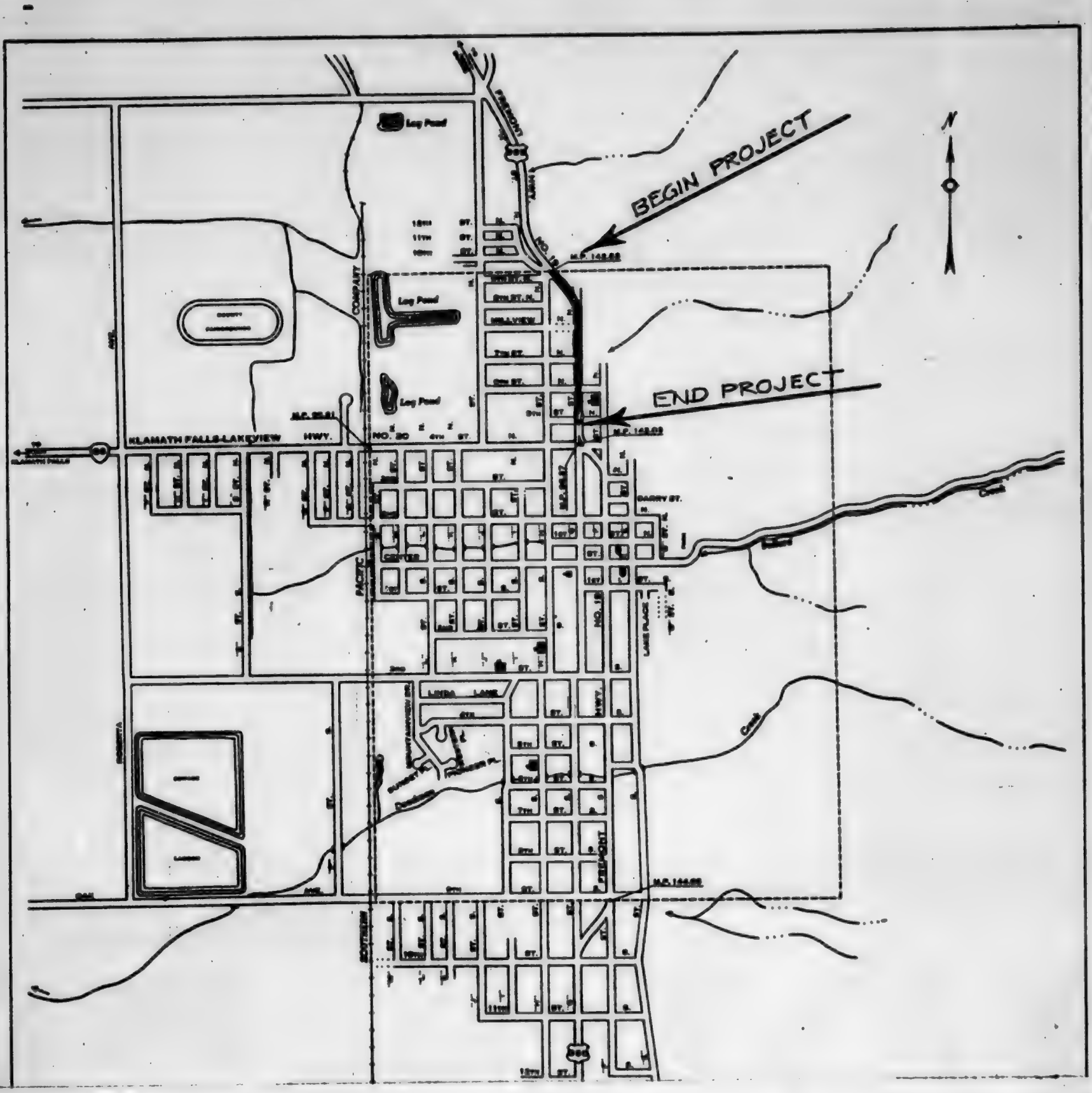
NOTED
TOM EDWARDS

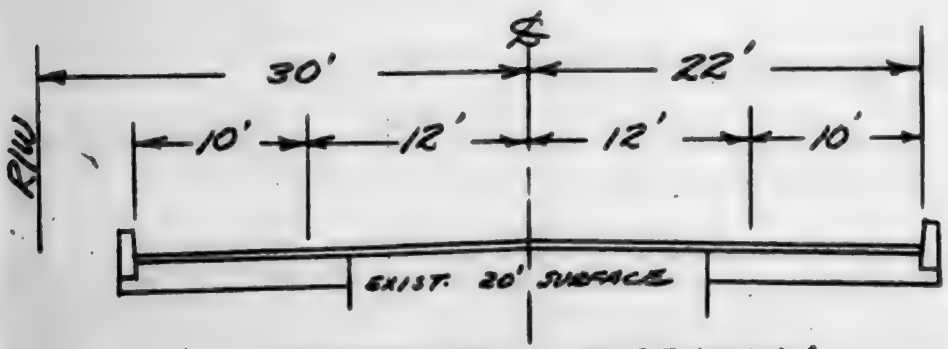
AGREEMENTS: Agreement in progress for this City-State Cooperative project.

PARKS: None affected.

Attachment
April 9, 1965
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
J. F. Putnam (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
Robert L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEI
APR 15 1965
OFFI
STATE HIGH





TYPICAL SECTION

PROSPECTUS MAP

NORTH CITY LIMITS - 5TH ST. NO.
"LAKEVIEW" FREMONT HWY.

LAKE COUNTY

1"=1600' 1965

RECEIVED
MAR 19 1965

19-111E
6716

March 15, 1965

The Honorable L. Lane Thornton
Mayor of Lakeview
City Hall
525 First Street, North
Lakeview, Oregon

7106

Dear Mayor Thornton:

During the summer of 1964 you submitted a request for a cooperative project on the Fremont Highway between 9th and 5th Streets. Your request was investigated and the project was presented to the Highway Commission at its meeting March 11.

I am pleased to inform you that the Commission approved the project consisting of a curbed section with a 44-foot roadbed, which would require resurfacing and the installation of some storm sewers, at an estimated cost of $80,000. It was the Commission's understanding that the City of Lakeview will pay 25 percent of the total cost.

An agreement covering details of the work is being prepared and will be sent to you soon for your approval.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

RQ:jf

cc: R. L. Porter
L. P. Shaw
Victor Wolfe
M. S. Cox
C. H. Maison
Frank Morgan
L. H. Young
James Putnam

RECEIVED
MAR 11 1965
FOR FILING

3-4-111 E
6716

March 10, 1965

Oregon State Highway Commission

Gentlemen:

The City of Lakeview has requested a cooperative project on the Fremont Highway in the northerly part of that city; specifically, this is between 5th Street and the north city limits, which is just northerly of 9th Street.

The City has requested a curbed section, with a 44-foot roadbed, which would require resurfacing and the installation of some storm sewers. It is estimated that the project will cost about $80,000.

Inasmuch as the City of Lakeview is agreeable to paying 25 percent of the cost, I recommend that this project have your approval.

This matter will be presented to you as an HOA item at the March 11 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
L. P. Shaw
Victor D. Wolfe
H. S. Cox
C. H. Maison
F. D. Morgan
L. M. Young
L. R. Chandler

RLP:ms fn

RECEIVED
AUG 14 1964
FORM E-20 SOM 12-63 54076
FOR FILING
19-111-5
6711

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1964

SUBJECT: North City Limits-5th Street (Lakeview)
Fremont Highway
Lake County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

A carbon copy of your letter to Mayor Thornton of Lakeview was received and a reconnaissance estimate prepared on the subject section.

The estimate was based on a 44-foot curb to curb section utilizing the existing 20 feet of paved surface. This will provide two lanes plus 10-foot parking on either side. It is not anticipated that any right of way purchases will be necessary. Our construction estimate amounts to $85,000.

F.D. Morgan
Construction Engineer

By D.J. Barbee

D.J. Barbee
Assistant Construction Engineer

RECEIVED
AUG 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DNS:jp

Copy to Cox
8-14-64

RECEIVED
AUG - 3 1964
FOR FILING
14-1115
6.716

July 31, 1964

Honorable L. Lane Thornton
Mayor of the Town of Lakeview
525 First Street North
Lakeview, Oregon

Dear Mayor Thornton:

Your July 18 request for a State-City cooperative project on G Street, between Ninth and Fifth Streets in Lakeview, has been received and a reconnaissance estimate will be made promptly.

Following the determination of approximate cost, the proposal will be considered by the State Highway Commission, and if favorable action is taken, a survey to determine right-of-way needs and data for construction plans will follow.

Previous commitments and available funds must be considered, of course, with other aspects of the proposal, but the excellent program your city has initiated for street improvement in 1965 will influence scheduling of any highway construction which is approved. Every effort will be made to accommodate this project during the 1965 construction season.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox

LPS:ajw

FORM E-30 50M 12-62 84670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1964

SUBJECT: Cooperative Project
Fremont Highway
City of Lakeview

To: Mr. Lloyd P. Shaw
O F F I C E

The City of Lakeview was contacted on July 7, 1964, concerning their request for a cooperative project on G Street North (Fremont Highway) between the north city limits (9th Street) and the existing curbed street section (5th Street).

The existing street between 9th Street and 5th Street consists of two 10' lanes with 4' shoulders which have been paved by maintenance forces. The existing right-of-way is 60' and the 1962 ADT averages about 2500 through the section under consideration. There are several trees and a considerable number of utility poles within the right-of-way.

A 44' curbed street section exists from 5th Street south and this section should be matched from 5th Street northerly to the north city limits. Sixty feet of right-of-way will allow 7-1/2' behind the curbs which should suffice for sidewalks and utilities. A reconnaissance type estimate is recommended for preliminary negotiations.

A rough draft of a proposed reply to Lakeview's letter of July 18, 1964, is attached.

H. S. Cox
County and City Engineer

By

R. M. Allison
Field Engineer

RMA:mm
Att.

RECEIVED
JUL 29 1964
OFFICE OF
STATE HIGHWAY ENGINEER

TOWN OF LAKEVIEW

City Hall - Lakeview, Oregon

RECEIVED
JUL 20 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL
July 18, 1964

NOTED
R. M. ALLISON

Mr. Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper

Following a favorable visit here in Lakeview with Mr. Robert Allison, your City and County Field Engineer, and on Mr. Allison's request we are resubmitting our request for a joint 75-25 State-City paving project on the Oregon State Highway section-route #31-within the city limits of Lakeview from 5th Street North to 9th Street North.

We understand that a preliminary survey of this road indicates a cost to the city of $25,000 to $30,000 which money we expect to have available in connection with our own $500,000 paving project. We are now in the process of checking right of way boundries--however an indication of the desired amount of right of way by the State would be of assistance to us. We would see to the problem of tree & utility pole removal once the line was definitely set--at least to the best of our ability.

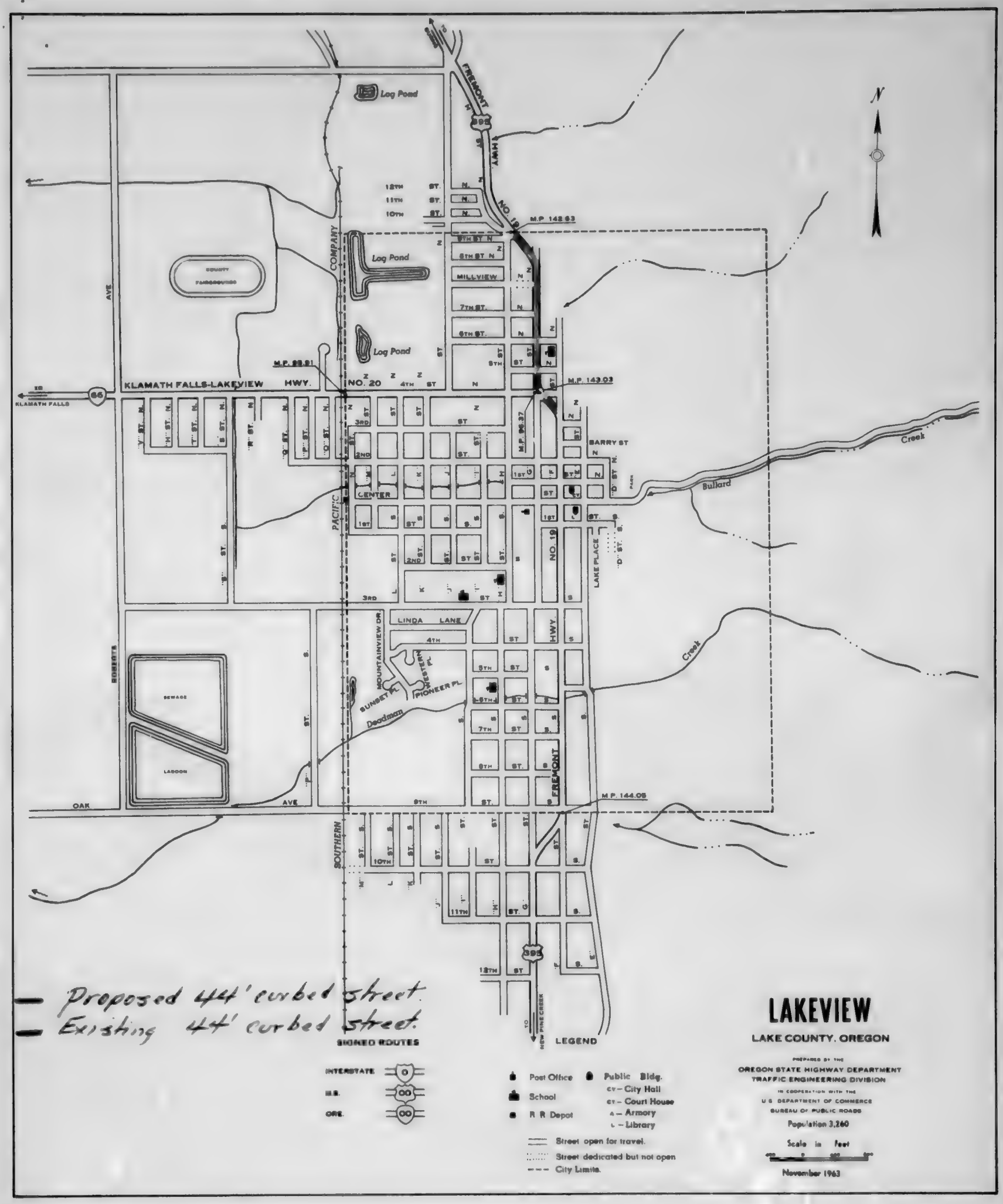
As previously stated we anticipate starting our $500,000 paving project next Summer (1965) and would like to have this project undertaken at the same time. We feel this would be a financial benefit to both parties.

We hope this request will meet with favor in your office and that we may here from you soon.

Sincerely

L. Lane Thornton, Mayor

copy to Cooper
Porter - Shaw - Cox - 7-20-64



— Proposed 44' curbed street.
— Existing 44' curbed street.

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R R Depot
Public Bldg.
cy – City Hall
ct – Court House
a – Armory
l – Library
Street open for travel.
Street dedicated but not open
City Limits.

LAKEVIEW

LAKE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 3,260

Scale in Feet

November 1963

RECEIVED
JUL 7 1964
FOR FILING

19-1115

6716

June 10, 1964

Honorable L. Lane Thornton
Mayor of the Town of Lakeview
City Hall
Lakeview, Oregon

Dear Mayor Thornton:

Your letter of June 6 concerning the proposed street improvement in Lakeview has been received.

The extensive paving plan which you propose will materially benefit Lakeview and you are to be congratulated on leading the Town of Lakeview in such an endeavor.

The State Highway Department is always interested in projects such as yours and I will have a representative contact you next month at your convenience to discuss the work referred to in your letter.

You are fully cognizant, of course, that previous commitments, budget limitations, and other limiting factors control our efforts in this area; however, please be assured of our full cooperation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
M. S. Cox

RMA:mm: ajw

TOWN OF LAKEVIEW

City Hall - Lakeview, Oregon

ENTERED TO
Shown
Want chart this comment
To Plans division.
WLP

June 6, 1964

Mr. Forrest Cooper
State Highway Department
Salem, Oregon

Dear Mr. Cooper

At the primary election on May 15th the voters of Lakeview passed a $500,000 bond issue to completely pave all streets within the city limits of the town. This includes streets except, of course, the State Highway from 5th Street North to the city limits. As we feel this job is large enough to bring to the town a good bid on the work we feel it would also be wise to complete the paving of the State road at the same time.

Our plans are to let bids for this job early in 1965 and would like to request at this time that the State join with us in our attempt to pave all streets in our Town.

Thank you for your consideration. We realize this is a State-City sharing project so we must consider this as we look at the overall cost---thus our early request.

Sincerely

L. Lane Thornton, Mayor

Porter

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

FORM E 30X—80M—8-61—36662

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 28, 1961

SUBJECT: Lakeview Street Improvement
Fremont Highway
Lake County

To:

Mr. Tom Edwards
Construction Engineer
OFFICE

A reconnaissance estimate has been prepared for improvement of the Fremont Highway (G Street, N) between Fifth Street, N. and Ninth Street N. (North City Limits) in the city of Lakeview. Approximate length is 1,820 feet (0.34 mile). A field observation was made.

At present, the Fremont Highway between the above limits has 20 feet of oil macadam in good condition with four-foot gravel shoulders; there are no existing curbs. Improvement will involve the introduction of a 44-foot curbed section which conforms with the existing curbed section through the block just south of Fifth Street, N. 1960 ADT varies from 2,000 at the North City Limits to 2,600 at the junction with the Klamath Falls-Lakeview Highway. Estimated cost for this improvement is $63,000 which includes storm sewers. From the field observation, it appeared that no difficulty would exist with grades on intersecting streets. The improvement would affect one private dwelling atop an existing cut-bank and to avoid possible damage to the dwelling a 4-foot retaining wall (150 feet long) is included. Sidewalks are not included in the estimate and will cost an additional $9,000 to provide an adequate pedestrian facility. The present right of way (60 feet) will accommodate this improvement.

Surfacing is 3 1/2 inches of asphaltic concrete on 12 inches of base and leveling on the widened portions with 1 1/2-inch cap being placed over the existing pavement. Unit costs for the estimate were obtained from the Cost Section.

Attached is a detailed estimate along with a sketch map.

W. H. Tebeau

W. H. Tebeau
Field Reconnaissance Estimate

WHT:fp

Attach.

FREMONT HIGHWAY
LAKEVIEW STREET IMPROVEMENT
5th ST. N. TO N.C.L. LAKEVIEW

LENGTH: 0.34 MILE

ITEM	UNIT	NET	ALLOW	GROSS	PRICE	AMOUNT
1. Clearing and Grubbing	All	100%	- - -	100%	Lump Sum	$ 2,000.
2. Drainage Excavation	Cu. Yd.	540	135	675	$ 4.00	2,700
3. General Exc. Incl. Haul	Cu. Yd.	2,000	500	2,500	1.25	3,125
4. Finish Roadbed & Slopes	Mile	0.34	- - -	0.34	1,000.00	340
5. 8" Sewer Pipe	Lin. Ft.	420	105	525	3.00	1,575
6. 12" Sewer Pipe	Lin. Ft.	1,750	440	2,190	4.00	8,760
7. Concrete Manholes	Each	5	1	6	300.00	1,800
8. Concrete Catch Basins	Each	14	4	18	90.00	1,620
9. Concrete Curbs	Cu. Yd.	110	28	138	55.00	7,590
10. Concrete in Retaining Wall	Cu. Yd.	13	3	16	60.00	960
11. Metal Reinf. in Ret. Wall	Lbs.	790	210	1,000	0.15	150
12. Bottom Course Base	Cu. Yd.	678	172	850	3.25	2,762
13. Leveling Course	Cu. Yd.	139	36	175	3.50	613
14. Sprinkling	M-gal.	22	8	30	4.00	120
15. Preparation of Base	Mile	0.34	- - -	0.34	500.00	170
16. Binder Aggregate	Cu. Yd.	17	4	21	5.00	105
17. Emulsified Asphalt	Ton	3	1	4	65.00	260
18. Class "B" Asph. Concrete	Ton	673	177	850	12.00	10,200
					Subtotal	$44,850
					Engineering & Contingencies	18,150
					Grade and Pave	$63,000
					Right of Way	- - - -
					Est. Const. Cost	$63,000

NOTE: Introduction of sidewalks on both sides between 5th St. N. and Cabin St. and on the westerly side only from Cabin St. to the city limits will cost an additional $9,000.

City Limits

N

CHURCH ST. BARRY ST. 2ND ST. N. 1ST ST. N. CENTER ST. 1ST ST. S. 3RD ST. S.

DEVINE (D) ST. N.

HILL ST.

DONALD ST. CO. RD.

CABIN ST.

WATER (E) ST. N.

FREMONT HWY.

MAIN ST.

MAIN (F) ST. N.

To New Pine Creek

DEWEY (G) ST. N.

LAKE ST.

FLOWER ST.

WEST (N) ST. N.
To Valley Falls

7TH ST. N.

6TH ST. N.

BERNARD (I) ST. N.

PEARL ST.

CHARLTON (J) ST. N.

PARK (J) ST. N.

J ST. S.

9TH ST. N.

8TH ST. N.

WILLOW (K) ST. N.

POPLAR (L) ST. N.

PINE (M) ST. N.

CEDAR (N) ST. N.

6TH ST. N.

4TH AVE. N. (WESTERN AVE.)

HWY.

3RD ST. N.

KLAMATH FALLS-LAKEVIEW

2ND ST. S.

LINDA LANE

4TH ST. S.

5TH ST. S.

6TH ST. S.

7TH ST. S.

8TH ST. S.

9TH ST. S.

N.C.O. R.R.

To Klamath Falls

LAKEVIEW

Scale: 1" = 800'

Rev. 8-19-49

S-520(2) Crystal Springs-Rocky Point Sec., FAS 420 (Grading, oiling and structure) 1965

#6717

C+A 2906

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 92251

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-10-67	CC 1075	

CREDIT DISTRIBUTION

51[illegible]-1012-297

RECEIVED
AUG 10 1967
ENGINEER
COUNTY & CITY DIVISION

Klamath County
County Courthouse
Klamath Falls, Oregon 97601
Attn: Winston Barth

1-17

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Crystal Spring-Rocky Point Section, FAS 420 covered by agreement dated January 27, 1965.			
County advance deposit		49,400.00	
Less amount previously transferred		39,400.00	
			10,000.00
County share of Construction		47,951.57	
Less amount previously transferred		39,400.00	
			8,551.57
To be refunded			1,448.43

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received [illegible]

By [illegible]

NOTED
DON HARWELL

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

RECEIVED
APR - 4 1967
ENGINEER
COUNTY & CITY DIVISION

April 3, 1967

Harold Reynoldson
Planning Engineer
City County Division
Oregon State Highway Dept.
Salem, Oregon

Crystal Springs
Malone Springs
Section FAS 420

Dear Mr. Reynoldson,

Regarding the discrepancy in the right-of-way map deed description, of Marie & Gerald Whitlatch property, The options as submitted to us by the State had the right-of-way description as shown on the deed, which differs from the right-of-way map by an additional 100 feet or .1 acre.

Since the deed is executed, recorded and payment has been made with the legal description being binding over the acreage, which is referred to as 9.8 acres more or less, I would prefer to not make a correction deed.

Very truly yours,

Winston W. Kurth
County Engineer

Copy Joe Carter
4/4/67
KR

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
P. B. [illegible]

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

March 30, 1967

Mr. Winston Kurth
Klamath County Engineer
Courthouse
Klamath Falls, Oregon 97601

Crystal Springs-Malone Springs Section
Klamath County
FAS 420

NOTED
P. B. Arensmeier

Dear Mr. Kurth:

Upon comparing the description of the property as described in that deed from Gerald and Marie Whitlatch to Klamath County with our map on subject project we find a discrepancy. This discrepancy is marked in red on the attached copy of the map and copy of the deed. The area in the deed is calculated from our map and would be approximately 0.1 acre less than the area which is actually described in the deed. Is the right of way as shown on the map sufficient? If so, then the description in the deed should be made to match the map. Would you please check on this and make the necessary adjustments and return a copy of this information to this office. If there is any question please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Planning Engineer

HR:mr

cc: Joe Carter

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

RECEIVED
JAN 27 1967
ENGINEER
COUNTY & CITY DIVISION

January 26, 1967

NOTED
H. S. COX

Mr. Harold Reynoldson
City-County Division
Oregon State Highway Department
Salem, Oregon

Crystal Springs Malone Springs
Klamath County F.A.S. 420

Dear Mr. Reynoldson:

Enclosed is a warranty deed for right-of-way from Mr. Whitlatch on the above F.A.S. section. Title report and escrow instructions were made, and the deed was recorded in the County Clerk's office.

Also enclosed is a special use permit issued by the Winema National Forest for right-of-way from them on this section.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

NOTED
RICHARD UNREIN

WWK:ml
Enclosures (2)

P. B. Arensmeier

Jan 27, 1967

Joe,

Hope this is what you wished for. If not let me know and we can try again

Harold R.
A-City Div.

NOTED
HAROLD
REYNOLDSON

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

WARRANTY DEED. Klamath Falls, Oregon

KNOW ALL MEN BY THESE PRESENTS, That GERALD WHITLATCH and MARIE WHITLATCH, husband and wife,

in consideration of ——— Ten and no/100 ——— Dollars, and other good and valuable consideration to them paid by KLAMATH COUNTY, a political subdivision of the State of Oregon

do hereby grant, bargain, sell and convey unto said KLAMATH COUNTY, a political subdivision of the State of Oregon, its successors and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated thereunto belonging, in the County of Klamath and State of Oregon, bounded and described as follows, to-wit:

A parcel of land lying in the SE¼SW¼ of Section 35, Township 34 South, Range 6 East, and in the E½W½ and SW¼NW¼ of Section 2, Township 35 South, Range 6 East, W.M., Klamath County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Klamath County Road as said county road has been relocated, which center line is described as follows: Beginning at Engineer's center line Station 410+00, said Station being 3754.57 feet South and 1695.33 feet East of the Northwest corner of said Section 35, Township 34 South, Range 6 East, W.M.; thence South 7°00'30" East, 44.95 feet; thence on a spiral curve right (the long chord of which bears South 4°30'30" East) 500 feet; thence on a 1859.86 foot radius curve right (the long chord of which bears South 1°40'30" West) 78.89 feet; thence on a spiral curve right (the long chord of which bears South 7°51'30" West) 500 feet to Engineer's center line Station 425+20.85 Back equals 425+21.89 Ahead; thence South 0°21'30" West, 1190.70 feet; thence on a spiral curve left (the long chord of which bears South 9°25'15" West) 375 feet; thence on a 5671.72 foot radius curve left (the long chord of which bears South 9°27'30" West) 347.70 feet; thence on a spiral curve left (the long chord of which bears South 9°27'15" West) 375 feet to Engineer's center line Station 443+10.25 Back equals 443+10.35 Ahead; thence South 0°29' East, 1957.75 feet; thence on a spiral curve right (the long chord of which bears South 0°51' West) 400 feet; thence on a 2064.79 foot radius curve right (the long chord of which bears South 7°55'45" West) 441.25 feet; thence on a spiral curve right (the long chord of which bears South 15°00'30" West) 400 feet to Engineer's center line Station 480+09.36.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
410+00	411+00	60	110 taper to 65
411+00	412+00	60	65 in a straight line to 60
412+00	415+60	200	60
415+60	420+00	60	60
420+00	437+12.47	60 taper to 50	60
437+12.47	480+09.36	50	60

The parcel of land to which this description applies contains 9.8 acres, more or less, outside of the existing right of way.

RECEIVED JAN 27 1967 COUNTY ENGINEER & CITY DIVISION

To Have and to Hold, the above described and granted premises unto the said KLAMATH COUNTY, a political subdivision of the State of Oregon its successors heirs and assigns forever.

And GERALD WHITLATCH and MARIE WHITLATCH, husband and wife, the grantors successors heirs and assigns that the above named do covenant to and with the above named grantee, its they are lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,

and that they will and their heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever.

Witness our hands and seals this 3rd day of October, 1965.

...and ... grant, bargain, sell and convey unto said KLAMATH COUNTY, a political subdivision of the State of Oregon, its successors

...and assigns, all the following real property, with the tenements, hereditaments and appurtenances situated in the County of Klamath and State of Oregon, bounded and described as follows, to-wit:

A parcel of land lying in the SE¼SW¼ of Section 35, Township 34 South, Range 6 East, and in the E½W½ and SW¼NW¼ of Section 2, Township 35 South, Range 6 East, W.M., Klamath County, Oregon; the said parcel being that portion of said subdivisions included in a strip of land variable in width, lying on each side of the center line of the Klamath County Road as said county road has been relocated, which center line is described as follows: Beginning at Engineer's center line Station 410+00, said Station being 3754.57 feet South and 695.33 feet East of the Northwest corner of said Section 35, Township 34 South, Range 6 East, W.M.; thence South 7°00'30" East, 44..96 feet; thence on a spiral curve right (the long chord of which bears South 4°30'30" East) 500 feet; thence on a 1159.86 foot radius curve right (the long chord of which bears South 1°40'30" West) 78.89 feet; thence on a spiral curve right (the long chord of which bears South 7°51'30" West) 500 feet to Engineer's center line Station 425+20.85 Back equals 425+21.39 Ahead; thence South 10°21'30" West, 1190.70 feet; thence on a spiral curve left (the long chord of which bears South 9°25'15" West) 375 feet; thence on a 3671.72 foot radius curve left (the long chord of which bears South 7°05'15" West) 347.70 feet; thence on a spiral curve left (the long chord of which bears South 0°27'15" West) 375 feet to Engineer's center line Station 446+67.83 Back equals 446+10.35 Ahead; thence South 0°29' East, 1957.75 feet; thence on a spiral curve right (the long chord of which bears South 0°51' West) 400 feet; thence on a 2864.79 foot radius curve right (the long Chord of which bears South 7°00'45" West) 441.25 feet; thence on a spiral curve right (the long chord of which bears South 13°00'30" West) 400 feet to Engineer's center line Station 480+09.36.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Easterly Side of Center Line	Width on Westerly Side of Center Line
410+00		411+00	60	110 taper to 65
411+00		412+00	60	65 in a straight line to 60
412+00		415+60	200	60
415+60		420+00	60	60
420+00		437+12.47	60 taper to 50	60
437+12.47		480+09.36	50	60

The parcel of land to which this description applies contains 9.8 acres, more or less, outside of the existing right of way.

RECEIVED
JAN 27 1967
KLAMATH COUNTY & CITY ENGINEER DIVISION

To Have and to Hold, the above described and granted premises unto the said KLAMATH COUNTY, a political subdivision of the State of Oregon its successors heirs and assigns forever.

and GERALD WHITLATCH and MARIE WHITLATCH, husband and wife,

successors the grantors above named do covenant to and with the above named grantee, its heirs and assigns that they are lawfully seized in fee simple of the above granted premises, that the above granted premises are free from all encumbrances,

and that they will and their heirs, executors and administrators, shall warrant and forever defend the above granted premises, and every part and parcel thereof, against the lawful claims and demands of all persons whomsoever,

Witness our hands and seals this 3TH day of October, 1965.

Executed by Bob Hatch & Klamath Co. Title Company (Seal)

(Seal)

(Seal)

Recorded by Kl. Co. Title per Candy (Seal)
11/1/65

RECEIVED
JAN 11 1967
S-[illegible](2)
6717

January 11, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 3, 1966, on Contract No. 6717. The contract was with Cecil James Construction Co. and was for grading, oiling, and structures on the Crystal Springs-Rocky Point Section on FAS420 in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 11, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
JAN 12 1967
FOR FILING

E-520(3)

6717

January 11, 1967

Birmingham Fire Insurance Company
of Pennsylvania
Regional Office
550 Kearny Street
San Francisco 8, California

Gentlemen:

Contract No. 6717 awarded to Cecil James Construction for grading, oiling, and structures on the Crystal Springs-Rocky Point Section of FAS 420 in Klamath County was completed on September 3, 1966, and accepted by the Highway Commission on January 11, 1967.

Final payment in the amount of $6,858.23 will be released to the contractor after January 18, 1967. The total contract amount is $228,242.75 including $265.74 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cecil James Construction
4260 South Pacific Highway
Medford, Oregon 97501

L.H. Young
C.H. Maison
Attn: John Herr

STATE COPY

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
12-122		
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Klamath
Modification number 1 6717	(PPM 21-7) 12-16-66	Project number S-520(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 4, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 241,656.00	$ 254,856.00
Federal funds	$ 153,300.00	$ 161,655.00
Other revisions		

This modification is made for the following reasons:

Revised estimate based on increased bid item quantities and on price agreement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of December, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. S-520(2)

CRYSTAL SPRINGS-ROCKY POINT SECTION

FAS 420 IN KLAMATH COUNTY

(Revised estimate as a basis for modification of project agreement. Based on revised bid item quantities and price agreements.)

Salem, Oregon, December 5, 1966

Type Code 3010
Roadway (Sta. 380+14 to Sta. 516+50) (Sta. 658+23.89 to Sta. 730+50)
(Contract No. 6717)

Previous subtotal on estimate of			$219,687.50
Previous Estimate			
Watering	1,700 M-gals.	$4.00	$ 6,800.00
			$ 6,800.00
Revised Estimate			
Watering	3,700 M-gals.	$4.00	$ 14,800.00
PA #1 Borrow Excavation	8,000 cu.yds.	.50	4,000.00
			$ 18,800.00
		Net Increase	$ 12,000.00
		Subtotal	$231,687.50
		10% Engr. & Cont.	23,168.50
		Total	$254,856.00

Length of Roadway ——— 0.395 mile
Cost per mile ——— $645,205.06

Federal Funds	$161,655.00
State Funds	46,600.50
County Funds	46,600.50
	$254,856.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MONTHLY TRANSACTION NO.
NOV 16 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-4-65

PROJECT REPORT NO. (4)
6217 8

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: S-520(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Crystal Springs-Rocky Point Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	6-4-65	0.395
*OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 241,656.	$ 153,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. V. Parsons
(Division Engineer)

By L. R. Bucklund
L. R. Bucklund, Administrative Mgr.

Date executed by Division Engineer NOV 4 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 6905-P64

Oregon State Highway Department

Federal-Aid
Project No. S-520(2)

CRYSTAL SPRINGS-ROCKY POINT SECTION

FAS 420 KLAMATH COUNTY

Salem, Oregon, October 15, 1965

(Estimate as a basis for project agreement. Based on low bid prices.)

Type Code 3010
Roadway (Sta. 380+14 to Sta. 516+50)(Sta. 658+23.89 to Sta. 730+50)(Contract No. 6717)

Clearing and Grubbing	All Required			$ 28,000.00
Ditch Excavation, Unclassified	130	cu.yds.	$ 2.50	325.00
General Excavation, Unclassified	101,800	cu.yds.	0.50	50,900.00
Overhaul	16,000	C-yd.stas.	0.50	8,000.00
Finish Roadbed Slopes	2.59	miles	1,200.00	3,108.00
Rounding Cutbanks	3,330	lin.ft.	0.25	832.50
Trench Excavation	640	cu.yds.	2.50	1,600.00
Watering	1,700	M-gals.	4.00	6,800.00
Preparation of Old Roadbed	1.5	miles	2,000.00	3,000.00
Grid-Rolled Material in Base	42,500	cu.yds.	0.75	31,875.00
3/4"-0 Material in Stone Leveling Course	6,200	cu.yds.	5.65	35,030.00
3/4" - 0 Aggregates in Prime Coat	480	cu.yds.	6.40	3,072.00
RC-250 Asphalt in Prime Coat	75	tons	52.50	3,937.50
Aggregates in Asphalt Macadam	940	cu.yds.	8.60	8,086.00
120-150 Asphalt in Asphalt Macadam	86	tons	52.50	4,515.00
18" Culvert Pipe	210	lin.ft.	4.75	997.50
24-inch Culvert Pipe	330	lin.ft.	6.50	2,145.00
30-inch Culvert Pipe	160	lin.ft.	9.65	1,544.00
18-inch Arch Type Pipe	360	lin.ft.	5.50	1,980.00
24-inch Arch Type Pipe	80	lin.ft.	8.25	660.00
30-inch Arch Type Pipe	240	lin.ft.	10.25	2,460.00
36-inch Arch Type Pipe	70	lin.ft.	17.00	1,190.00
48-inch Arch Type Pipe	160	lin.ft.	22.50	3,600.00
Guard Rail	330	lin.ft.	3.00	990.00
Rail End Pieces	4	only	5.00	20.00
Extra Guard Rail Posts	14	only	8.00	112.00
				$204,777.50

Rock Creek Bridge No. 3897A (Under 20 feet)

Remove Old Bridge	All Required		$ 100.00
Shoring, Cribbing, etc.	All Required		1,500.00
Structural Excavation	260 cu.yds.	$ 8.00	2,080.00
Structural Excavation Below Elevations Shown	30 cu.yds.	12.00	360.00
Class "A" Concrete (57 cu.yds.)	All Required		5,000.00
3'x15'to 20' Prestressed Slabs	10 only	250.00	2,500.00
4'x15' to 20' Prestressed Slabs	2 only	310.00	620.00
Metal Reinforcement (11,000 lbs.)	All Required		2,000.00
			$ 14,160.00
Flagging (57½ of Contractor's Cost)	All Required		$ 500.00
Signing			250.00
			$ 750.00
		Subtotal	$219,687.50
		10% Engr. & Cont.	21,968.50
		Total	$241,656.00

Length of Roadway - - - - - - - - - - - 0.395 mile
Cost per Mile - - - - - - - - - - - - - $611,787.34

Federal Funds -	$153,300.00
State Funds -	44,178.00
County Funds- -	44,178.00
	$241,656.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Crystal Springs-Rocky Point		WEEK ENDING: December 10, 1966
		SECTION PREFIX: 518-1012
HIGHWAY: FAS 420		COUNTY: Klamath
NAME OF JOB: Crystal Springs-Rocky Point	KIND OF WORK: Grading, Oiling and Structure	
CONTRACTOR: Cecil James Construction	CONTRACT NUMBER: 6717	FEDERAL AID PROJECT NUMBER: S-520 (2)
DATE OF CONTRACT: September 30, 1965	DATE WORK STARTED: October 11, 1965	ESTIMATED COMPLETION DATE: September 3, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK — MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $247,148.43	SPECIFIED COMPLETION DATE: July 31, 1966 Extended to August 18, 1966	PERCENT OF TIME ELAPSED: 111 106
EXCLUSIVE OF ENGINEERING: $229,573.43	ENGINEERING AUTHORIZATION: $17,575.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $229,823.24	ENGINEERING COST TO DATE: $24,021.53	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN UNDERRUN: 2.71%	PERCENT OF AUTHORIZATION: 137%	DATE PROJECT WAS COMPLETED: September 3, 1966

Semi-Final estimate submitted 12-10-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.59	4.09			4.09
MILES PARTIALLY COMPLETED	2.59	4.09			4.09
MILES COMPLETED	2.59	4.09			4.09
TOTAL ESTIMATED QUANTITIES (CONTRACT)	102,440 C.Y.	48,700 C.Y.			1420 C.Y.
TOTAL QUANTITIES CORRECTED TO DATE	104,740.6 C.Y.	46,220 C.Y.			1509 C.Y.
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	104,740.6 C.Y.	46,220 C.Y.			1509 C.Y.
AVERAGE DAILY QUANTITIES	0 C.Y.	0 C.Y.			0 C.Y.
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Project Completed			
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	3897A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-Cool			
MONDAY	Pt. Cloudy-Cool			
TUESDAY	Cloudy-Cool			
WEDNESDAY	Snow Flurries-Windy			
THURSDAY	Clearing Cool			
FRIDAY	Cloudy-Snow			
SATURDAY				

Routing

Norgaard — Jones E
Decker — Marolack
Brand S — Trout
Barbee — Scott
Walker W — Wills
Olson — Litchfield
Swan — Olson
Lee Gifford

RECEIVED
DEC 1 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity
MONDAY	Office personnel worked on preparation of semi-final estimate and supporting data.
TUESDAY	Office personnel worked on preparation of semi-final estimate and supporting data.
WEDNESDAY	Office personnel worked on preparation of semi-final estimate and supporting data.
THURSDAY	Office personnel worked on preparation of semi-final estimate and supporting data.
FRIDAY	Completed preparation of semi-final estimate and supporting data.
SATURDAY	Semi-final estimate and supporting data submitted to Division Office.

REMARKS

Office personnel worked all this week on completion of semi-final estimate and supporting data.

Semi-final estimate and supporting data submitted to Division Office on Saturday.

SIGNED H. Reed Merritt LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FAS 415
S-SU-476(2)

F-S 420
S-520(2)

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF

COUNTY ENGINEER

COURTHOUSE

KLAMATH FALLS, OREGON

October 26, 1966

Mr. Reid Merritt
Resident Engineer
Oregon State Highway Department
2556 Altamont Drive
Klamath Falls, Oregon 97601

Dear Mr. Merritt:

The surfacing of the East Side By-Pass, Washburn Way to Shasta Way section is acceptable to Klamath County. There is a need for guardrails on a portion of the road where it abuts old Alameda Avenue. But as per our previous conversation, Klamath County will install this guardrail.

Likewise, the Crystal Springs-Rock Creek sections of the West Side Road are acceptable to Klamath County.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml

RECEIVED
NOV 7 - 1956

FOR FILING
3-520(2)
6717

October 7, 1966

6

Cecil James Construction
4260 South Pacific Highway
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6717 on the Crystal Springs-Rocky Point Section of FAS 420 in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission granted an extension of the completion date to August 18, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc J. F. Putnam
W. Reid Merritt
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

RECEIVED
SEP 16 1966
FOR FILING

C-520(2)

6717

September 14, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 6
October 6, 1966 meeting

Gentlemen:

Cecil James Construction, contractor on the Crystal Springs-Rocky Point Section of Federal-aid Secondary No. 420 in Klamath County, has requested a 20-day extension of time (Contract No. 6717). The reason given for the request is a change in the excavation areas to secure enough material to complete plan fills.

Due to a higher shrinkage than anticipated, the planned cuts did not provide sufficient material to build the necessary fills. Late in the grading stage, it was necessary to borrow material from several areas and at lower than normal rates of production. Time required to stake the added excavation and the difference in its production rate, plus a delay in the grade finishing operation, justify an 18-calendar day extension. Additional contract time in this amount is recommended which will establish a new completion date of August 18, 1966. The project was completed September 3, 1966.

This matter will be on the agenda for the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maleon
J. F. Putnam

JAB:bjm bg

E-320 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 15, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from July 31st ~~days~~ to Aug. 20 ~~days~~, within which to complete our Contract No. 6717, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to unbalanced material we were unable to complete any portion of this job, as we were short of dirt all through the entire job. Until we were allowed to borrow from the borrow pits., of which we were not allowed to until all the dirt was used from the excavation, We were unable to cinder and grade at the same time as we had planned. Under these conditions I feel we should be eligable for this extension.

Respectfully submitted,

CECIL JAMES CONST.
Contractor

By Cecil James

CONSENT OF SURETY

Date 15 July, 1966

We, *Birmingham Fire Insurance Company of Penn.*, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donald L. Stathos
Donald L. Stathos Attorney-in-fact

(SEAL)

Donald L. Stathos
Resident Agent
Don Stathos, Insuror, Inc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6717 Contractor Cecil James Construction

Highway FAS 420

Section Crystal Springs-Rocky Point

Kind of Work Grading, Oiling and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXX~~ **GRANTED**. The reasons for such recommendation are as follows:

18 day extension to August 18, 1966 recommended for late changes in excavation work.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6717

Project designation S-520(2) State-Federal

Date awarded September 30, 1965

Work started October 11, 1965

Per cent completed 75 Date

Spec. Comp. Date ~~No. of Workdays Allowed~~ July 31, 1966

No. of Workdays Used Complete 9-3-66

Extension Requested to August 18, 1966

~~No. of Added Workdays Requested~~

SP*6296-734

FORM E-90 5OM 10-63 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 8, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Extension of Time
Crystal Springs-Rocky Point Section
FAS 420
Contract No. 6717

Attached is a request for a 20 calendar day increase in contract time from Cecil James Construction, contractor on the subject section of Klamath County Road under an FASC project. The request is based on a change from the planned excavation pattern arising from a shortage of fill materials.

The contract quantity of general excavation is 101,800 cu. yds. and actual final quantity will over-run this about 2,950 cu. yds. The distribution and sequence of the excavation have been changed and have resulted in some delay.

Additional material was taken from 4 cuts after they had been completed once, and also from a new special borrow source by Price Agreement, in order to complete required fills. This amounted to some 19,000 cu. yds. of delayed excavation. There was a 3 day delay while the 4 cut areas were restaked wider. The contractor then worked 6 days on the cut excavation. There was a one-half day delay while the Price Agreement special borrow source was cross sectioned and then three and one-half days to do the work. This totals 13 workdays.

This late excavation did not lend itself to as high production rates as the regular work. The contractor had averaged from 2,000 to 4,000 cu. yds. per day earlier. This restaked excavation in the cuts was in narrow sections, 2 of the cuts were short, and all the equipment available could not be used at once. The special borrow work on the Price Agreement involved scraper haul up to 2 and 1/2 miles.

Excluding the 2,950 cu. yds. total over-run, the remaining 16,000 cu. yds. of late excavation could ordinarily have been done in 4 workdays which should be subtracted from the 13 days actually used. This leaves 9 workdays extra for the changes in excavation.

The last fill completed was at the extreme northerly end of the grading unit. The four reworked cuts were scattered through the grading unit with one of them at the extreme southerly end. (The grading unit was 2.59 miles in length.) Grade finishing and placement of the grid rolled cinder base was, therefore, delayed until completion of all grading. Three days of grade finishing work were done before the contractor could start a double shift of cinder base placement. It would be reasonable to grant these 3 days time extra in the belief that this grade finishing could have been done concurrently with a normal excavation operation.

We, therefore, recommend a total of 12 workdays extra which converts to 17 calendar days. The July 4 holiday occurred during the interval under consideration, making a total of 18 calendar days recommended.

This contract has a specified completion date of July 31, 1966. It was completed September 3, or 34 days late. After the extension recommended, there will be 16 days and $1,600 penalty.

A rough draft letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:bjm
Attachments

cc: L. H. Young

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 18 1965
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

S-5:0(2)

6717

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 15, 1965

Cecil James Construction
4260 S. Pacific Highway
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6717, awarded September 30, 1965, for grading, oiling and structure on the Crystal Springs-Rocky Point Section of FAS 420 in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85820

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
10-4-65	CC 961		518-1012-297

NOTED
R. H. PRANGE

Klamath County
Courthouse
Klamath Falls, Oregon

NOTED RICHARD UNREIN

NOTED H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

Attn Board of County Commissioners

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the Crystal Springs Rocky Point Section, FAS 420. Covered by agreement dated January 27, 1965.		NOTED P. B. Arensmeier	49,400.00
			39,400.00
To be retained			10,000.00

RECEIVED
OCT - 4 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

FORM E-123E 50M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 27, 1965

RECEIVED
SEP 30 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

Gentlemen:

On September 24, a satisfactory bid was received from the Cecil James Construction Company of Medford for constructing the Crystal Springs-Rocky Point Section of F/S 420. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$218,937.50
Signing	250.00
Flagging	500.00
12-1/2% Engineering & Contingencies	27,460.94
Estimated Total Cost.....	$247,148.44

County Advance Deposit:

20% of $247,148.44 = $49,429.68 or say $(49,400.00)

Ord'd 9-29-65
L.D.

Please make this advance deposit in the amount of $49,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

Winston N. Kurth
#40.33

By

V R. Jones
Planning Engineer

VRJ:mm

cc: Mr. Winston Kurth, County Engineer

NOTED
V R JONES

RECEIVED
NOV 30 1965
FOR FILING
C-Sec (c)
6717

September 30, 1965

Basil James Construction
4360 South Pacific Highway
Medford, Oregon

Gentlemen:

The State Highway Commission on September 28, 1965, accepted your proposal for grading, oiling, and structure on the Crystal Springs-Rocky Point Section of FAS 430 in Klamath County for the sum of $116,937.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6717.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
SEP 30 1965
FOR FILING
S-620 (2)
6717

September 28, 1965

MISC. CONTRACTS and
AGREEMENTS No. 2906

Board of County Commissioners
Klamath County
Courthouse
Klamath Falls, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a construction-finance agreement covering the Crystal Springs-Rocky Point Section of FAS 420 in Klamath County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

Item 5,
9/24/65 Letting

Sept. 15, 1965
Salem, Oregon
(date)

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTE:
Please expedite - required for BPR approval.

NOTED
H. S. COX

RECEIVED
SEP 24 1965
ENGINEER
COUNTY & CITY DIVISION

Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

Attention: Mr. Winston Kurth, County Engineer

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS420, Westside Road

Section Crystal Springs-Rocky Point, FAS-C Project, Grade, Oil, & Structure.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

September 22, 1965
(date)

By [signature]

By [signature]
Commissioner

By [signature]
Commissioner

NOTED
V R 10458

cc: L. H. Young

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. S-520(2)

NOTED
DON HARWELL

Highway No. FAS 420

Project Name Crystal Springs-Malone Springs

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Klamath Falls, Oregon, this 18th day of August, 1965.

Klamath County Court

Judge

Commissioner

Commissioner

RECEIVED
AUG 19 1965
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

NOTED
V. R. JONES

To Meeting 8-19-65
V-D

FAS-C

NOTED
H. S. COX

August 18, 1965

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Mr. A. E. Smith
Supervisor, Winema Forest
Post Office Building
Klamath Falls, Oregon

Crystal Springs-Malone Spring Section
Westside Road (FAS 420)
Klamath County

NOTED
R. H. PRANGE

Dear Sir:

The clearing item in the specification for the above contract will include the wording which you requested in our telephone conversation of August 17: "The merchantable timber will be placed in cold decks in accessable areas as directed by the engineer." We will request the division engineer to notify the resident engineer who will be in charge of the construction to contact your office in regard to the selection of the locations of the cold decks.

For your information I am enclosing excerpts from the specification for a county FAS project in Tillamook County in which the contractor pays for the timber based on cruise quantities. The State Highway Department reimburses the B.L.M. with money withheld from the contractor's estimate.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By

V. R. Jones
Planning Engineer

VRJ:ms
Encl.

cc: Mr. J. F. Putnam, Division Engineer

NOTED
V. R. JO

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

August 2, 1965

NOTED
F. B. Arellsmeier

NOTED
RICHARD UNREIN

Mr. V. R. Jones
City-County Division
Oregon State Highway Department
Salem, Oregon

Re: File #38045-Option
Crystal Springs-Malone Springs
Section F.A.S.#420

Dear Verne:

Enclosed is an executed copy of option 38045 for right-of-way from Gerald Whitlatch. I have ordered a title report and expect to have an executed warranty deed within the next few weeks.

You will note on this option that the merchantable trees on this property belong to the owner and also that the Rock Creek Bridge will have six (6) foot clearance so that cattle can cross under the bridge. In addition, the property is to be fenced, however, this will be done by the County.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml
Enc.

NOTED
R. H. PRANGE

RECEIVED
AUG 4 - 1965
ENGINEER
COUNTY & CITY DIVISION

Copy to Merchant
" O'Neil
8-4-65

NOTED
V. R. JONES

FAS 420

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER
COURTHOUSE
KLAMATH FALLS, OREGON

NOTED
DON HARWELL

July 19, 1965

Mr. Verne Jones
County City Division
Oregon State Highway Department
Salem, Oregon

Dear Verne:

In regards to the merchantable timber in the right-of-way of the Malone Springs-Crystal Springs section. Inasmuch as the contract has been advertised on the basis of timber being sold from a cold deck it will unduly delay the project as scheduled. Therefore, I feel that the State should continue with this project as handled on other sections. However, this policy of selling timber to the contractor should be considered in any future projects on the West Side Road.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

WWK:ml
cc: Alex Smith

7-20-65
2 - copies to Wills, he is supposed to contact the Division and tell them not to have Timber cruised.

V.J.

RECEIVED
JUL 20 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

FORM E-20 80M 3-65 SP*6470-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1965

NOTED
H. S. COX

To: Mr. H. S. Cox
County & City Engineer
BUILDING

ATTN: Mr. V. R. Jones

SUBJECT: Crystal Spr.-Malone Spr. Section
Klamath Lake West Side Highway
FAS 420
Klamath County

NOTED
R. H. PRANCE

NOTED
P. B. Arensmeier

NOTED
DON HA...

RECEIVED
JUL 16 19...
ENGI...
COUNTY & ...

NOTED
RICHARD UNREIN

Mr. J. F. Putnam, Division Engineer, has called me regarding the timber on Forest Service lands on subject project. It is reported that the Forest Service does not want the logs decked but would prefer a direct sale to the State or County. As our centerline and clearing are not ~~stacked~~ staked on this project nor does it appear that this will be complete for some time, it does not appear likely that we will determine the scale of the timber prior to scheduled advertising. Effort toward this end will be made however. Plans and survey data are being transmitted to Reid Meritt, Resident Engineer, at this writing.

NOTED
R. H. PRANCE

F. D. Morgan
Construction Engineer

GCW:rw

cc: J. F. Putnam

George C. Wiles

7-19-65

Called Kuntz and advised him this would cause a delay. He is going to contact Alec Smith of Forest Service and request we do the same as on previous sale and sold deck logs to Forest Service to sell.

V, J

NOTED
V. J.

NOTED
D[illegible]WELL

July 2, 1965

NOTED
R. H. PRANGE

Mr. Winston Kurth
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
P. B. Arensmeier

Dear Winston:

Since my letter to you of 7/1/65, the picture on the proposed asphaltic treatment on FAS 420, Westside Road, has changed somewhat.

J. F. Putnam, Division Engineer in Bend, has advised that Contract 6449 has indeed been closed; this job has been inspected and accepted by Klamath County and the contractor has completely moved out. For the above reasons a price agreement cannot be initiated.

This section cannot be incorporated into the Crystal Springs-Malone Springs Section because plans are complete, Commission action is indicated (deadline for this is past), and the sections are not contiguous.

The proposal that the Bureau treat this section in conjunction with their present contract has been rejected by Bureau personnel. It therefore appears that the mile and a half section constructed under Contract 6449 must either remain uncoiled or be oiled by Klamath County.

I put all S-520(3) agr. for Contract 6747

I am sorry that this cannot be resolved to your complete satisfaction but it would appear that time has run out on this particular item.

Very truly yours,

H. S. Cox
County and City Division Engineer

NOTED

HSC:mm

cc to J F Putnam.

NOTED
RICHARD UNREIN

fas 420
Klamath Co.

NOTED
H. S. COX

July 1, 1965

Mr. Winston Kurth
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
DON HARWELL

Dear Winston;

Your request for an asphalt treatment on FAS 420, Westside Road, has been checked out with the B.P.R. and our own people with the following results.

Present section of road under Contract #6449 will be accomplished by initiating a price agreement under the present contract. This section of road is 1.5 miles in length. Price agreement must be initiated by our division office in Bend.

The Crystal Springs-Malone Springs Section which is 2.6 miles in length and which will be up for bids August 10 will have the asphalt treatment incorporated into the contract.

The proposed asphalt treatment will consist of a binder course followed by an 0-30 oil mat. We feel that this will be comparable to the asphalt treatment the B.P.R. is giving their section of this road.

This office would like to draw to your attention that the above mentioned asphaltic mat is not intended for use under log hauling and we would therefore suggest that during the spring, load limits be drastically reduced or, better yet, log hauling be prohibited during this short period. It is, of course, assumed that paving of these sections will be accomplished next year.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

cc: J. F. Putnam w/attachment

NOTED
V. R. JONES

original to L.H. Young
6-29-65

NOTED
DON HARWELL

MEMO TO FILES:

Rocky Point Section, S-520(1)
Contract 6449, FAS 420
Klamath County

In the attached letter Klamath County requests an oil surface treatment on the above section comparative to the oiled surface now being placed on the adjoining FH Project. Mr. Warfield, Assistant Division Engineer in Division IV, was contacted and he recommended an O-30 oil mat with a binder course. The Bureau of Public Roads has verbally agreed that the work could be included in the present contract on the above section as a price agreement provided a letter is furnished them stating the reason for the construction of the oil mat.

The programming of the Malone Springs-Crystal Springs Section should be amended to include the same oil surfacing in that section. The County has indicated that a paved surface will be placed on all three sections in the near future and it is their belief that the base surfacing which will be placed under the present contracts will be preserved from material loss and contamination.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:eb
Att.

cc: L. H. Young
Frank Hall
Virgil O'Neil
J. F. Putnam
F. D. Morgan

NOTED
V. R. JONES

892 - 2501 - 258

fas 420
Klam Co

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
COUNTY ENGINEER

COURTHOUSE
KLAMATH FALLS, OREGON

NOTED
H. S. COX

NOTED
DON HARWELL

June 28, 1965

NOTED
R. H. PRANGE

NOTED
P. B. Armstrong

Mr. Verne Jones
County-City Division
Oregon State Highway Department
Salem, Oregon

Dear Verne:

I am requesting the State Highway Department to include a penetration surface treatment to the Malone Springs-Crystal Springs Section and the completed Rocky Point Section of the West Side Road. I feel this request should be included in the proposed letting of the Malone Springs-Crystal Springs Section on August 10, 1965.

You are aware of the penetration surface treatment being done by the Bureau on their sections of this road. From the standpoint of uniformity and maintenance, a standard surface finish is desirable. The additional cost of this work can be handled within the County's F.A.S. funds and budgeted matching funds.

Very truly yours,

Winston W. Kurth

Winston W. Kurth
County Engineer

NOTED
RICHARD UNREIN

WWK:ml

RECEIVED
JUN 29 1965
ENGINEER
COUNTY & CITY DIVISION

Copies
J. E. Morlock
Frank Hall
Virgil O'Neil
J. P. Putnam
V. J.

NOTED
V. JONES

NOTED
DON HARWELL

June 25, 1965

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Mr. Winston Kurth
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

File No. 38045, Option
Crystal Springs-Malone Springs Section
FAS 420 (Klamath County)

Dear Mr. Kurth:

Enclosed is an original option form in triplicate covering right-of-way to be acquired in connection with the subject section of FAS 420 in Klamath County.

Please return a signed or conformed copy of this option to this office so that we may inform the engineers of the conditions, if any, of this transaction.

We have forwarded under separate cover three prints of Map No. 8B-33-1 covering this area and bearing our date of June 16, 1965.

File No. 38045
Gerald Whitlatch
9.8 acres

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
V. R. JONES

By

Verne - By Almaer

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

fas 420

FORM E-30 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 23, 1965

SUBJECT: File No. 38045-Option
Crystal Springs-Malone Springs
Klamath County Road
Klamath County

To: Mr. H. S. Cox
County-City Relations Engr.
B U I L D I N G

Attached you will find one original option form in quadruplet covering right of way to be acquired in connection with Crystal Springs-Malone Springs Section of the Klamath County Road in Klamath County.

Enclosed for your information are copies of Mr. Barbee's letter of June 16, 1965 and the Authorization list.

Please return a signed or conformed copy of this option to this office so that we may inform the Engineers of the conditions, if any, of this transaction.

We are forwarding under separate cover three prints of map No. 8B-33-1 covering this area and bearing our date of June 16, 1965.

File No.	Name	Area
38045	Gerald Whitlatch	9.8 Acres

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

MC:jm
encs. 1 Option-copy Ltr.
Auth. list

cc: J. F. Putnam
Harold Brainerd

TO County
6-25-65
V.3

Form E-388 (Rev.)—5M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Klamath County Road County Klamath

Unit Survey Approved

Section Crystal Springs - Malone Springs Sta. 411+00 Sta. 477+00

R/W Map No. 8B-33-1

Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
38045	Gerald Whitlatch				X	X					X					

RECEIVED
JUN 21 1965
RIGHT OF WAY DEPT.

Submitted Floyd O. Scott Date JUN 16 1965
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

NOTED
P. B. Arensmeier

MEMO TO R. N. CHASE MALONE SPRINGS-CRYSTAL SPRINGS Date: May 10, 1965

FAS 420, KLAMATH COUNTY

NOTED
DON HARWELL

TERMINI: From a point 4 miles north of Rocky Point to a connection with the existing county road 6.6 miles north of Rocky Point.

NOTED
H. S. COX

PROPOSED WORK: Grading and base surfacing.

NOTED
R. H. PRANGE

PROJECT LENGTH: 2.59 miles

COSTS:	TOTAL	FEDERAL	STATE	OTHER	
CONSTRUCTION	$200,000	$120,000	$40,000	$40,000	(County)

EXISTING FACILITIES: 18' light gravel on 24' roadway. Winding road through timberland.

ADJACENT SECTIONS:

NORTH/[redacted] END: 18' gravel, 3' shoulders. To be reconstructed shortly by Klamath County forces to same standards as this project.

SOUTH/[redacted] END: Forest highway project under construction.

PROJECT DATA: Grade and place cinder base 15" in depth and to a width to provide for a 2" leveling course and a bituminous surface 24' wide with 4' shoulders. The wearing surface will be placed under a following surfacing project. Maximum curvature is 3° and maximum grade +4.5%.

RIGHT OF WAY: 120' minimum
ACCESS CONTROL: None

RR XING: None
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: " "

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA:

See S-520(1)

NOTED
V. R. [illegible]

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section CRYSTAL SPRINGS - MALONE SPRINGS Highway F.A.S. 420 County KLAMATH Prefix 518-1(62)

Res. Engr. _____ Approx. Length 3.0 Miles. Sta. 358+ to Sta. 516 + 48 Date 3-8-65

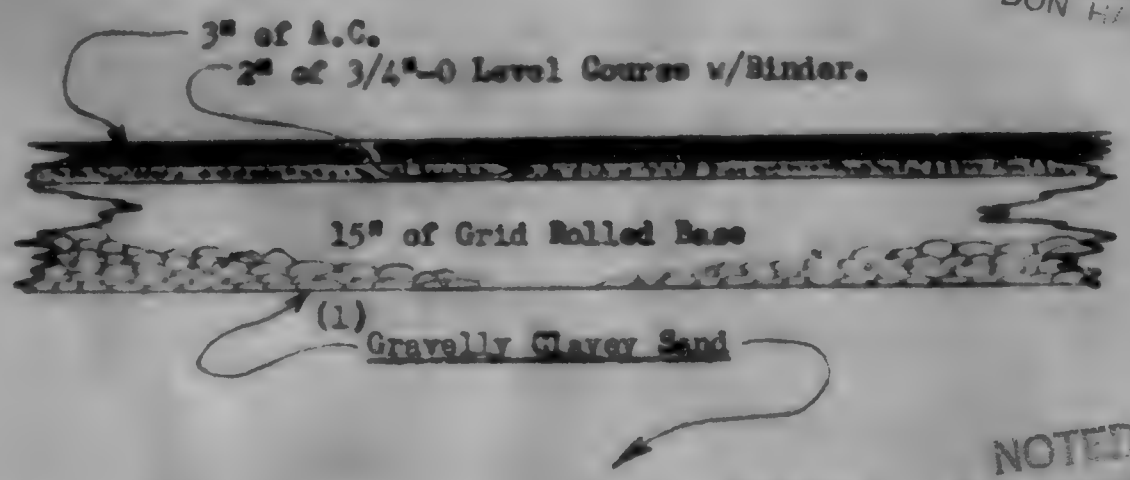
Truck A.D.T. 52 Traffic Coefficient 7.5 18 kip s.a. per day 35.5.

Annual Precipitation 33"+ Frost Penetration 18" - 20".

(1)
Typical Soil
43 LL
10 PI
57 %P 10
34 %P200
43 %Gravel
7 %C Sand
16 %F Sand
21 %Silt
13 %Clay
33 "R" Value (Corrected)

AASHO CLASSIFICATION:
A-2-5

MATERIAL SOURCES:
To be determined by the Engineer.



	CBE Total Req.	Credit	Actual Thick.	
		6	3	A.C.
		2	2	Lev
		11½	15	Grid Rolled Base
	19½	19½	20	

3-8-65

NOTED
DON H.

NOTED
R. H. PRANGE

NOTED
P. D. Approved

RECEIVED
MAR 1 [illegible]
ENGINEER
TY & CITY DIVS

NOTED
R. M. ALLISON

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

Submitted by H W Yarbrough
Staff Assistant

Recommended by John C Stanley
Asst. Engineer of Materials

Recommended by O. E. Becker
Construction Engineer

Approved by Burl B Stanley
Asst. State Highway Engineer

SECTION: WESTSIDE ROAD
CRYSTAL SPRINGS - MALONE SPRINGS

HIGHWAY: F.A.S. 420

COUNTY: KLAMATH

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 150 (Total) 1964

B. Future ADT 255 (Total)

C. Mean ADT 208 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 50 (ADT Basis)(Logging)

G. Trucks (in one direction) $\frac{F}{2}$ = 25% x (C) 208 = 52

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 52 x (H) 100 % = 52

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 7.5

SECTION: CRYSTAL SPRINGS - MALONE SPRINGS

HIGHWAY: F.A.S. 420

COUNTY: KLAMATH

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: See item 12
11. Construction Consideration: Not applicable
12. Municipal Preference, Participating Local Government Preference; and Recognition of Local Industry: Klamath County will place an A.C. wearing surface.
13. Traffic Safety: Not applicable
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Available materials are adaptable to A.C. construction.

CONCLUSION AND REMARKS:

State participation will be to grade and place grid rolled base. Klamath County will place level course and the A.C. wearing surface.

65-5(10)

February 23, 1965

P. B. Anderson

TO: Klamath County Board of Commissioners
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

NOTED
H. S. COX

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310).

(Retain second copy for your files)

NOTED
DON HARWELL

Highway FAS 420

Section Malone Springs-Crystal Springs

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [X] No [ ]

If answer is yes, please list organizations:

Winema National Forest (Mare's Egg ~~Malone~~ Springs area)

3/3/65
(date)

By Don Kenyon

By Frank L Young
Commissioner

By Bill Fondy
Commissioner

Copy to Young

12-9-64

KLAMATH COUNTY

PROPOSED PROJECT (1966 funds)

FAS 420, Westside Road, Crystal Springs-Malone Springs, grade and base, 3.0 miles, $200,000.

The proposed project requires the clearing, grading and placing of selected cinder base surfacing on a section extending northerly from the Forest Highway Project, which extends from the FAS project at Rocky Point to the vicinity of Malone Springs. The County plans to continue the grading on this highway and also plans to construct the bituminous wearing surface over a fourteen mile section. The wearing surface will be 24' wide with 4' shoulders.

Approved 1-27-65

VRJ:eb
12/9/64

NOTED
H. S. COX

NOTED
DON HARWELL

October 30, 1964

NOTED
P. B. Arensmeier

NOTED
R. M. ALLISON

Mr. John H. Creed
Klamath County Engineer
Courthouse
Klamath Falls, Oregon

NOTED
R. H. PRANGE

Westside Road
FAS 420, Klamath County

Dear Sir:

Enclosed are two sets of the FAS project form which you requested in your letter of October 28. With regard to the preliminary estimate for the proposed project, the best we can offer at present is our best guess that a $200,000 project would be about three miles long if it extends northerly from the north end of the Forest Highway project. However, as soon as you provide us with the information as to the amount of FAS funds you wish to commit to the project, we will make the best estimate we can from the available survey data and set the length of the project accordingly.

With regard to a name for the proposed section, I wonder if Crystal Springs-Maloney Springs Section would be appropriate.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Encl.

cc: Mr. George Wills

NOTED
V. R. JONES

KLAMATH COUNTY ROAD DEPARTMENT

OFFICE OF
J. H. CREED
COUNTY ENGINEER

COURT HOUSE
KLAMATH FALLS, OREGON

NOTED
H. S. COX

FAS 420

October 28, 1964

NOTED
DON HARWELL

Oregon State Highway Department
City-County Relations Engineer
Salem, Oregon

NOTED
R. H. PRANGE

Attention: H. S. Cox

Dear Mr. Cox:

The Board of Commissioners has decided to go ahead with the next Westside F.A.S. project, so if you will send us the application forms we'll get them in.

We would like to get the current preliminary estimate of cost for the project for our planning.

We have started on the Eastside By-Pass grading and, with luck, should have it done in time to start grading on the Westside portion north of the second F.A.S. portion next summer.

FAS 415 & Hwy 50

Yours very truly,

J. H. Creed

J. H. Creed
County Engineer

JHC:ml

NOTED
V. R. JONES

RECEIVED
OCT 29 1964
ENGINEER
COUNTY & CITY DIVISION

ER-136(4) Yaquina R. Slide Sec., 1965
FAS 584 (Grad. & Pav.)
#6718

C4.A.3789
x
2887

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY DEPARTMENT INVOICE

NO. 94503

FORM A-190 (8-64)

DATE	BILLING REQ. NO.	YOUR ORDER NO.
3-15-68	co 1119	

CREDIT DISTRIBUTION

591-10[illegible]-097

Lincoln County
Courthouse
Newport, Oregon 97365

RECEIVED
MAR 15 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: I.R. Maddleston, County Engineer			
Final Billing: Yaquina River Slide on Toledo-Elk City Road, FAS 584, [illegible]-136 (h). Covered by agreement dated April 20, 1965.			
County advance deposit		11,900.00	
Less amount previously transferred		7,900.00	4,000.00
County share of construction costs		9,105.68	
Less amount previously transferred		7,900.00	1,205.68
			1,794.32

ACKNOWLEDGMENT OF BILLING REQUEST

To be returned

Cost No. _____

By _____

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form A-08—10M—12-60

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Lincoln County
c/o County Court
Newport, Oregon

This Space for Use of Accounting Division

Date 1-26-68

~~Invoice No.~~ State Treasurer's

~~P. O. No.~~ Receipt No. 6988

SP*23700-734

Voucher No. 17-Final

Project No. ER-136(4)

Reimbursement for cost of repairing County FAS Route No. 584 damaged in the 1964-65 floods.

County Cost as per statement	$7,748.91	
Less ineligible cost deducted by B.P.R.	1,454.85	
Total Participating Cost	$6,294.06	
Federal reimbursement claimed at 63.50%		$3,996.72
State Highway participation at 29.4% of federal amount		1,175.04
Total County reimbursement		5,171.76
Less previous amount paid on invoice dated 5-5-67		4,775.39
Balance due County		$ 396.37

9554-597(64) $306.31
521-4790-190(64) 90.06

C. H. Maison, Controller

STATE COPY

Monthly transaction number 3-116	FHWA-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Lincoln
Modification number 1 #6718	3-21-67	Project number ER-136(4)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on October 21, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 57,480	$ 65,229
Federal funds	$ 36,470.00	$ 41,387.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including Lincoln County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By _____
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. SR-136(4)

TOLEDO-ELK CITY COUNTY ROAD, FAS 584,

IN LINCOLN COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Lincoln County billing.)

Salem, Oregon, February 24, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 3,000.00

Type Code 6201
Yaquina River Slide (Sta. 3+50 to Sta. 9+50)(Contract No. 6713)

Clearing and Grubbing	All Required		$ 500.00
Ditch Excavation, Unclassified	12 cu.yd.	$ 1.50	18.00
Embankment Foundation Excavation, Unclassified	4,400 cu.yd.	1.00	4,400.00
Embankment in Place	5,600 cu.yd.	1.00	5,600.00
Rock Embankment in Place	6,670 cu.yd.	3.00	20,010.00
Impervious Channel Lining in Place	230 cu.yd.	2.00	460.00
Trench Excavation	180 cu.yd.	1.50	270.00
Special Backfill in Drains	84 cu.yd.	2.75	231.00
Watering	66 M-gal.	6.00	396.00
3/4" - 0 Material in Base	250 cu.yd.	5.50	1,375.00
Stone Base	1,200 cu.yd.	5.50	6,600.00
Class "B" Asphalt Concrete	350 ton	11.00	3,850.00
12-inch Steel Culvert Pipe	66 lin.ft.	2.65	174.90
24-inch Steel Culvert Pipe	130 lin.ft.	5.50	715.00
8-inch Steel Unperforated Drain Pipe	190 lin.ft.	1.65	313.50
8-inch Steel Perforated Drain Pipe	330 lin.ft.	1.65	544.50
Extra for A.C. Concrete Approaches	2 only	50.00	100.00
Guard Rail	440 lin.ft.	5.50	2,420.00
			$47,977.90
Flagging (57½% of Contractor's Cost)	All Required		$ 300.00
Signing (Permanent)	All Required		100.00
Horizontal Drains	All Required		1,000.00
Seeding and Mulching	All Required		150.00
			$ 1,550.00
	Subtotal		$49,527.90
	Engr. & Cont.		4,952.10
	Total		$54,480.00

Type Code 2010
FAS 584, Flood Repair (MP 1.3 to MP 15.7)

County Force Equipment and Labor	All Required	$ 6,941.41
Negotiated Equipment, Labor & Mat'ls	All Required	807.50
		$ 7,748.91

The permanent repairs other than Contract 6718 were done in conjunction with the temporary work.

Total $65,228.91

Length of Project - - - - 14.40 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Preliminary Engineering	$ 3,000.00	$ 1,903.00	$ 548.50	$ 548.50
Yaquina River Slide	54,480.00	34,567.00	9,956.50	9,956.50
Flood Repair by County Forces	7,748.91	4,917.00	1,415.96	1,415.95
	$65,228.91	$41,387.00	$11,920.96	$11,920.95

State Funds for Const.: Chap. 175, Laws 1920; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes: 521-1082
521-1418

RECEIVED
OCT 22 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

PROJECT REPORT NO.
EF-13 3 (4)
6718

FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

10-21-65

STATE: Oregon

COUNTY: Lincoln

PROJECT NO.: ER-136(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Toledo-Elk City County Road.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-28-65	0.114
RIGHTS-OF-WAY		
CONSTRUCTION	6-28-65	0.114
*OTHER (Specify)		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 57,480.	$ 36,470.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer OCT 21 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-136(4)

TOLEDO-ELK CITY COUNTY ROAD FAS 584

IN LINCOLN COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 11, 1965

Type Code P.E.				
Preliminary Engineering	All Required			$ 3,000.00
Type Code 6201				
Yaquina River Slide (Sta. 3+50 to Sta. 9+50) (Contract No. 6718)				
Clearing and Grubbing	All Required			$ 500.00
Ditch Excavation, Unclassified	12 cu.yds.	1.50		18.00
Embankment Foundation Excavation, Unclassified	4,400 cu.yds.	1.00		4,400.00
Embankment in Place	5,600 cu.yds.	1.00		5,600.00
Rock Embankment in Place	6,670 cu.yds.	3.00		20,010.00
Impervious Channel Lining in Place	230 cu.yds.	2.00		460.00
Trench Excavation	180 cu.yds.	1.50		270.00
Special Backfill in Drains	84 cu.yds.	2.75		231.00
Watering	66 M-gals.	6.00		396.00
3/4"-0 Material in Base	250 cu.yds.	5.50		1,375.00
Stone Base	1,200 cu.yds.	5.50		6,600.00
Class "B" Asphalt Concrete	350 tons	11.00		3,850.00
12-inch Steel Culvert Pipe	66 lin.ft.	2.65		174.90
24-inch Steel Culvert Pipe	130 lin.ft.	5.50		715.00
8-inch Steel Unperforated Drain Pipe	190 lin.ft.	1.65		313.50
8-inch Steel Perforated Drain Pipe	330 lin.ft.	1.65		544.50
Extra for A.C. Concrete Approaches	2 only	50.00		100.00
Guard Rail	440 lin.ft.	5.50		2,420.00
			$	47,977.90
Flagging (57½% of Contractors Cost)	All Required			300.00
Signing (Permanent)	All Required			100.00
Horizontal Drains	All Required			1,000.00
Seeding and Mulching	All Required			150.00
				1,550.00
	Subtotal		$	49,527.90
	10% Engr. & Cont.			4,952.10
	Total		$	54,480.00

Length of Project ———————— 0.114 miles
Cost of Roadway Per Mile ———— $477,894.74

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	3,000.00	1,903.00	548.50	548.50
Yaquina River Slide	54,480.00	34,567.00	9,956.50	9,956.50
Subtotal	$57,480.00	$36,470.00	$10,505.00	$10,505.00
Retain in Authorized Fund Status Preliminary and Permanent work not covered by this estimate.	10,435.00	6,611.00	1,912.00	1,912.00
Total	$67,915.00	$43,081.00	$12,417.00	$12,417.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

Prefix: 521-1082

ER

FORM PR-33A (2) (REV. 4-66)

cc: OSHD (Idaho)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

RECEIVED
MAR 27 1967
OFFICE ENGINEER
STATE HIGHWAY DIVISION

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	3	Lincoln	Oregon

DATE OF REPORT	REPORT MADE BY	PROJECT NO.
3/10/67	Glenn K. Hossner, Area Engineer	ER 136(1)

COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
August 1965	N/A	N/A	N/A

CONTRACT TIME	LOCATION
N/A	FAS Secondary Routes - Lincoln County

~~The Final Inspection was made on [illegible] by the undersigned and [illegible]~~

MAR 16 1967

~~[illegible] the Division office copy of this report [illegible] and indicates that all applicable contract requirements relative to wage rates, payroll submissions [illegible]~~

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

NOTED
F. B. Klaboe

Other remarks:

LINCOLN COUNTY (LOCAL) FAS ROUTES
FAS ROUTE NOS. 143, 146, 150, 151, 584,585, 832 and 833
Flood Damage Repair

This project provided for temporary repair and permanent restoration work on subject routes. The repair work was necessary as a result of the December 1964 and January 1965 flood conditions.

3/30/67 Copies to Lyons Co. Clerk, Toledo, Oregon

The description and location of damage was covered for each route in the initial report. The approximate final cost of the repair work on each route was itemized in the final report. However, the final cost reported for FAS route no. 832, Sam Creek Road was incomplete as it included only the costs incurred by the County. An additional $3000 was expended for negotiated equipment and labor.

NOTED
F. B. KLABOE

PRANGE

Route Nos. 151 and 584 were deleted from this project and reprogrammed under ER 136(5) and ER 136(4), respectively.

The final cost of the repair work under this project will be about $70,000.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Original signed by
G. K. HOSSNER
~~Glenn K. Hossner~~
Area Engineer

A. W. Parsons
Division Engineer

Project Accepted ~~3/10/67~~
Date

NOTED
HAROLD REYNOLDS

NOTED
C. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

E R Lincoln

FORM PR-33A (2) (REV. 4-66)

cc: OSHD(Klaboe)
OSHD(Edwards
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT

(PPM 20-6.1)

nig

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	4	Lincoln	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
3-8-67	Glenn K. Hossner, Area Engr		ER 136(4)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACTING AGENCY	TIME ELAPSED	APPROVED EXTENSION(S)
2-17-67	8-30-66	NA	None
CONTRACT TIME	LOCATION		
NA	FAS Route No. 485, MPs 1.3 to 15.7		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

RECEIVED
APR - 4 1967
ENGINEER
COUNTY & CITY DIVISION

LINCOLN COUNTY (LOCAL) FAS ROUTE 584
TOLEDO - ELK CITY ROAD
Storm Damage Repair

This project provided for temporary repairs and permanent restoration work on the subject Federal-aid route. The repair work was necessary as a result of the December 1964 and January 1965 flood conditions.

NOTED
P. B. Arensmeier

Major damage occurred near MP 1.3. The damage, which consisted of a fill failure, was corrected by formal contract procedures at a final cost of approximately $52,000.

4-4-67 Copies to Lyons Chase Cook Ashcraft Fw

State Force Order No. 2, providing for seeding and mulching of the area covered by the formal contract, was completed on February 17, 1967 at a cost of about $400.

Work under State Force Order No. 1, which was executed to provide for horizontal drains in the fill repair area, was completed in November 1966. Funds expended under this order amount to approximately $300.

Temporary repairs and incidental permanent restoration work over the remainder of the route was performed by county force methods, and cost approximately $7000.

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Glenn K. Hossner Area Engineer

Project Accepted 3-8-67
Date

A. W. Parsons Division Engineer

NOTED HAROLD REYNOLDSON

NOTED R. H. PRANGE

NOTED RICHARD UNREIN

NOTED MAINOR C. HOLMES

NOTED DON HARWELL

RECEIVED
MAR 16 1967
FOR FILES

EK-1-2(4)

4718

MISC. CONTRACTS and
AGREEMENTS No. 3284

March 15, 1967

Board of County Commissioners
Lincoln County Courthouse
Newport, Oregon 97365

Gentlemen:

Enclosed for your files is a fully executed copy of a finance construction agreement covering FAS's 143, 146, 150, 585, 832 & 833 in Lincoln County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

lmr
Enclosure

cc: H. S. Cox
Attn: D. N. Harwell
(Conformed Copy)

STATE COPY
H. S. Cox

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

March 8, 1967

Original signed by
M. E. Martin
Dist. Engineer

08-35-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project ER-136(4)
Toledo - Elk City County Road
FAS 584 - Lincoln County
Emergency Repairs

NOTED
P. B. Arensmeier

We hereby approve County Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. Use of County forces was considered to have been in the public interest in accordance with FPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's February 24, 1967 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 14.40 (intermittent) miles of roadway and/or bridges at a total estimated County Force Account work amount of $7,749.00. Estimated emergency fund participation is to be at the regular pro-rata share, or $4,916.00

We concurred in the contract award for the Yaquina River Slide Section on October 5, 1965.

cc:
Region (2) w/2 copies agreement estimate & plans (PR-37 distributed separately)
H.S. Cox, County-City Div.

RECEIVED
MAR 9 - 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

Federal-Aid
Project No. ER-136(4)

Oregon State Highway Department

RECEIVED
FEB 27 1967
ENGINEER
COUNTY & CITY DIVISION

TOLEDO-ELK CITY COUNTY ROAD, FAS 524,

IN LINCOLN COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Lincoln County billing.)

Salem, Oregon, February 24, 1967

Type Code P.E.

Preliminary Engineering — All Required — $ 3,000.00

Type Code 6201
[illegible] River Slide (Sta. 3+50 to Sta. 9+50)(Contract No. 6713)

Clearing and Grubbing	All Required		$ 500.00
Ditch Excavation, Unclassified	12 cu.yd.	$ 1.50	18.00
Embankment Foundation Excavation, Unclassified	4,400 cu.yd.	1.00	4,400.00
Embankment in Place	5,600 cu.yd.	1.00	5,600.00
[illegible] Embankment in Place	6,670 cu.yd.	3.00	20,010.00
Impervious Channel Lining in Place	230 cu.yd.	2.00	460.00
Trench Excavation	180 cu.yd.	1.50	270.00
Special Backfill in Drains	84 cu.yd.	2.75	231.00
Watering	66 M-gal.	6.00	396.00
3/4" - 0 Material in Base	250 cu.yd.	5.50	1,375.00
Crush Base	1,200 cu.yd.	5.50	6,600.00
Class "B" Asphalt Concrete	350 ton	11.00	3,850.00
12-Inch Steel Culvert Pipe	66 lin.ft.	2.65	174.90
24-Inch Steel Culvert Pipe	130 lin.ft.	5.50	715.00
8-Inch Steel Unperforated Drain Pipe	190 lin.ft.	1.65	313.50
8-Inch Steel Perforated Drain Pipe	330 lin.ft.	1.65	544.50
Extra for A.C. Concrete Approaches	2 only	50.00	100.00
Guard Rail	440 lin.ft.	5.50	2,420.00
			$47,977.90
Flagging (57½ of Contractor's Cost)	All Required		$ 300.00
Signing (Permanent)	All Required		100.00
Horizontal Drains	All Required		1,000.00
Seeding and Mulching	All Required		150.00
			$ 1,550.00
	Subtotal		$49,527.90
	Engr. & Cont.		4,952.10
	Total		$54,480.00

Type Code 2010
FAS 524, Flood Repair (MP 1.3 to MP 15.7)

County Force Equipment and Labor	All Required	$ 6,941.41
Negotiated Equipment, Labor & Mat'ls	All Required	.50
		$ 7,[illegible]

The permanent repairs other than Contract 6713 were done in conjunction with the temporary work.

Total $65,228.91

Length of Project - - - - 14.40 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	Co. Funds
Preliminary Engineering	$ 3,000.00	$ 1,903.00	$ 543.50	$ 548.50
Yaquina River Slide	54,480.00	34,567.00	9,956.50	9,956.50
Flood Repair by County Forces	7,748.91	4,917.00	1,415.96	1,415.95
	$65,228.91	$41,387.00	$11,920.96	$11,920.95

State Funds for Const.: Chap. 175, Laws 1920; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Profiles: 521-1082
521-1418

RECEIVED
AUG 31 1966
FOR FILING

EL-136(1)

6718

August 31, 1966

The Aetna Casualty and Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6718 awarded to Smith Transfer, Inc., for grading and paving the Yaquina River Slide Section of FAS 584 in Lincoln County was completed on May 31, 1966, and accepted by the Highway Commission on August 30, 1966.

Final payment in the amount of $3,273.40 will be released to the contractor after September 8, 1966. The total contract amount is $45,690.02 including $628.00 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Smith Transfer, Inc.
340 N.E. 1st
Toledo, Oregon 97391

Jewett, Barton, Leavy & Kern
Failing Building
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 30 1966
FOR FILING

6-119

August 30, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 31, 1966, on Contract No. 6718. The contract was with Smith Transfer, Inc. and was for grading and paving on the Yaquina River Slide Section of FA3584 in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 30, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Yaquina River Slide		WEEK ENDING: 24 June, 1966
		SECTION PREFIX: 521-1082
HIGHWAY: FAS 584		COUNTY: Lincoln
NAME OF JOB: Yaquina River Slide	KIND OF WORK: Grading & Paving	
CONTRACTOR: Smith Transfer, Inc.	CONTRACT NUMBER: 6718	FEDERAL AID PROJECT NUMBER: ER-[illegible] (4) ER-136(4)
DATE OF CONTRACT: October 5, 1965	DATE WORK STARTED: September 24, 1965	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 0 SUPERVISION. 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 31 May, 1966	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 55,718.88		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 51,756.65	ENGINEERING AUTHORIZATION: $ 3,962.23	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 48,687.82	ENGINEERING COST TO DATE: $ 3,868.44	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93
ESTIMATED PERCENT ~~OVER~~ UNDERRUN: 7 %	PERCENT OF AUTHORIZATION: 98 %	DATE PROJECT WAS COMPLETED: 31 May, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	Emb Fnd Exc	Rock Emb
100	100	100	1000	100		100	100

	GRADING	SURFACING	~~Emb Fnd Exc~~ ~~Rock Emb~~	PAVING
MILES IN PROJECT	0.11	0.11	0.11	0.11	0.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.11	0.11	0.11	0.11	0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	5,600	1,450	4,400	6,670	350
TOTAL QUANTITIES CORRECTED TO DATE	4,754	1,946	4,356	4,664	401
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	4,754	1,946	4,356	4,664	401
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Sctd Clouds			
TUESDAY	Overcast			
WEDNESDAY	Overcast			
THURSDAY	Rain			
FRIDAY	Sctd Clouds			
SATURDAY				

Routing

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	—
MONDAY	No Activity.
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

Semi-final Estimate & Cost Report, with supporting data, will be turned in to Salem Office next week.

This is the final Weekly Report.

SIGNED W. B. Lewis LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 24 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

ER-136(4)

Memorandum

6718

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 15, 1966

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-136(4)
Yaquina River Slide
State Force Order No. 2
Total estimated amount of the Order: $400.00
Federal participation: $240.00

Reference is made to your letter dated June 13, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2, retroactive to our oral approval on June 8, 1966, for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-[illegible] M

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 8 1966 By WE Mustin
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Yaquina River Slide Date May 27, 1966

Highway FAS 584 Contract No. 6718 F. A. Project No. ER-136(4)

County Lincoln Prefix 521-1082 Account No. 224 & 238-02

Description of Work To Be Done:

Grass seeding, fertilizing, and mulching to be done by State erosion control crews on cut and fill slopes throughout project, where needed, as protection against erosion and for roadside improvement.

Location by Station Numbers:

As required, Stations 3+50 - 9+50

Estimate of Quantities and Costs:

2 acres seed and fertilize	@ $ 50/acre	$100	
2 acres mulching	@ $150/acre	300	
		$400	Total

Explanation:

State is equipped to do this work with special equipment that will be a saving of public funds. Funds were provided in project authorization. This work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$55,718.88
Present estimate of project cost, including $400.00 for work under this order	$55,718.88
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.00

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst., Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer.

[illegible] Assistant State Highway Engineer.

State Printing

RECEIVED
JUN 24 1966
FOR FILING

Form CD-[illegible] UNITED STATES GOVERNMENT
(11-63)
(Pres. by
A.O. 205-10)

Memorandum

ER-136(4)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6216

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: June 15, 1966

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-136(4)
Yaquina River Slide
State Force Order No. 1
Total estimated amount of the Order: $1,000.00
Federal participation: $600.00

Reference is made to your letter dated June 13, 1966 concerning subject order.

We are approving the use of State forces as being in the public interest under provisions of PPM 21-6.2, retroactive to our oral approval on June 8, 1966, for the following reasons:

1. The contractor on the subject project is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special boring equipment and trained personnel to perform the work most economically.

3. The work needs to be performed in order to remove excessive subsurface drainage and, thereby, prevent extensive slide action and damage to the new facility. The uncertainty as to the extent of the work, and drilling conditions to be encountered would tend to result in excessively high bid prices if the work was undertaken under a separate contract. It, therefore, is impractical to contract this small amount of work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
[illegible] Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Gl-P

Dist. Engineer

U.S. Bureau of Public Roads

Order No. 1

Project Name Yaquina River Slide Date May 27, 19 66

Highway FAS 584 Contract No. 6718 F. A. Project No. ER-136(4)

County Lincoln Prefix 521-1082 Account No. 234-01

Description of Work To Be Done:

Drill horizontal drain holes into base of new fill as needed in an attempt to relieve hydrostatic pressure within natural ground.

Location by Station Numbers:

Station 5+00 Rt.

Estimate of Quantities and Costs:

Labor	$ 500
Material	200
Equipment Rental	300
	$ 1,000 Total

Explanation: Work to be done by State forces who are especially equipped to do this type of work. Funds for the work were provided in original construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 55,718.88
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 55,718.88
Expected under-run / over-run (amount)	$ 0.00
Expected under-run / over-run (per cent)	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy [illegible]

RECEIVED
JUN 15 1966
FOR FILING

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on May 31, 1966, on Contract No. 6718, Yaquina River Slide Section, in Lincoln County, in connection with Federal-Aid Project No. ER-136(4).

NOTED
F.B. KLABOE

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 6-10-66

Conditions noted on above date:

M. E. Martin
District Engineer

No conditions.

RECEIVED
JUN 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

For: A. W. Parsons
Division Engineer

Refer to Young
6-14-66

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon the allocation of project [illegible] funds are [illegible]
MAY 13 1966 M E Martin
for Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Yaquina River Slide Date May 13, 1966

Highway FAS #584 Contract No. 6718

County Lincoln Prefix 521-1082

Contractor Smith Transfer, Inc. F. A. Project No. ER-136(4)

Address 340 N.E. 1st St., Toledo, Oregon 97391 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

State's share, Construction Flagging

Location by station numbers:

Entire Project, 3+50 - 9+50

Estimate of quantities and cost:

Labor	$100.00	Total

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds were provided in the Construction Authorization for flagging. Percentage allowance to Contractor to be in accordance with executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 55,718.88
Present estimate of project cost, including $ 100.00 for work under this order	$ 55,718.88
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engr.

Approval Recommended: /s/ Gerald Wimer, Ass't. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*6231-734

Young 5-31-66

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Yaquina River Slide — Date May 11, 1966

Highway FAS 584 — Contract No. 6718

County Lincoln — Prefix 521-1082

Contractor Smith Transfer, Inc. — F. A. Project No. ER-136(4)

Address 340 N.E. 1st Street, Toledo, Oregon 97391 — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extra cleanup outside clearing limits to remove slide debris from project. Dozer work to obliterate detour outside project limits and bring entire area to neat finished appearance.

Location by station numbers:

5+00 — 8+00 Rt.

Estimate of quantities and cost:

Labor	$150.00	
Equipment Rental	350.00	
	$500.00	TOTAL

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Trees and brush were cleared at the time of the slide to provide for detour. This debris was never burned or disposed of and gives the project an unsightly appearance. Part of the old detour lies outside the project limits and should be obliterated to give finished project a workmanlike appearance.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 55,718.88	
Present estimate of project cost, including $ 500.00 for work under this order	$ 55,718.88	
Expected under-run / over-run amount	$ 0.00	
Expected under-run / over-run per cent	0.0	

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

BP-291-T24

RECEIVED
NOV 1 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. PAPOLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-136(4)

6718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 29, 1965

Smith Transfer, Inc.
340 N. E. 1st
Toledo, Oregon 97391

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6718, awarded October 5, 1965, for grading and paving on the Yaquina River Slide Section of FAS 584 in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
OCT 20 1965

FOR FILING

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 13, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-136(4)
Yaquina River Slide Section
Grading and paving

As requested in Mr. Young's letter of October 11, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 5, 1965 in the award of contract No. 6718 to Smith Transfer, Inc., of Toledo, Oregon, low bidder in the amount of $47,977.90 at the September 24, 1965 bid opening.

Young 10-20-65

RECEIVED
OCT 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965
FOR FILING
EK-131(4)
1.1.4

October 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 27, 1965 is requested in the award of contract for the Yaquina River Slide Section, Project No. ER-136(4).

The contractor receiving the award is Smith Transfer, Inc. of Toledo in the amount of $47,977.90, with the Contract No. 6718 assigned. This bid was received on September 24, 1965 and awarded October 5, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment, as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. N. Young
Office Engineer

DARter

RECEIVED
NOV 30 1965
FOR FILING

EK-136(4)

6718

October 5, 1965

Smith Transfer, Inc.
340 N. E. 1st
Toledo, Oregon

Gentlemen:

The State Highway Commission on September 28 accepted your proposal for grading and paving on the Yaquina River Slide Section of FAS 534 in Lincoln County for the sum of $47,977.90 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6718.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

lkm
cc Pac. Bldr. & Engineer, Inc., Seattle, Wn.
Daily Journal of Commerce, Seattle, Wn.
Daily Journal of Commerce, Portland, Oreg.

Frank Morgan
L. H. Young
SIAC - Employer Coverage Div.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85834

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-5-65	66 962	

CREDIT DISTRIBUTION

521-1082-297

NOTED
RICHARD UNREIN

NOTED
H. S. COX

Lincoln County
Courthouse
Newport, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

Attn: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
NOTED R. H. PRANGE			
Advance Deposit		NOTED P. B. Arensmeier	11,200.00
Partial transfer of advance deposit for the Yaquina River Slide Section, FAS 584. Covered by agreement dated April 20, 1965.			7,200.00
To be retained			4,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

RECEIVED
OCT - 5 19
ENGINEER
COUNTY & CITY DIVISION

Cash Received with Request: $_____

By _____

NOTED
V. R. JONES

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85834

DATE	BILLING REQ. NO.	YOUR ORDER NO.
10-5-65	66 942	

CREDIT DISTRIBUTION

521-1082-297

NOTED
RICHARD UNREIN

NOTED
H. S. COX

- Lincoln County
- Courthouse
- Newport, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

NOTED
DON HARWELL

Att: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
NOTED R. H. PRANGE			
Advance Deposit	NOTED P. B. Arensmeier		11,200.00
Partial transfer of advance deposit for the Yaquina River Slide Section, FAS 584. Covered by agreement dated April 20, 1965.			7,200.00
To be retained			4,000.00

ACKNOWLEDGMENT OF BILLING REQUEST

RECEIVED
OCT - 5 1965
ENGINEER
COUNTY & CITY DIVISION

Cash Received with Request: $----------

By----------

NOTED
V. R. JONES

ER

FORM E-154

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 27, 1965

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

On September 24, a satisfactory bid was received from the Smith Transfer Company of Toledo for constructing the Yaquina River Slide Section of FAS 584. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$47,977.90
Signing	100.00
Flagging	300.00
Horizontal Drainage	1,000.00
Seeding & Mulching	150.00
12-1/2% Engineering & Contingencies	6,190.99
Estimated Total Cost.....	$55,718.89

County Advance Deposit:

20% of $55,718.89 = $11,143.80 or say $11,200.00

Please make this advance deposit in the amount of $11,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

RECEIVED
OCT - 5 1965
ENGINEER
COUNTY & CITY DIVISION

VRJ:mm

cc: Mr. I. M. Huddleston, County Engineer

ER

FORM PR-33A (REV. 8-65)

cc: OSMD (Klaboe)
OSMD (TEdwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

NOTED
RICHARD UNREIN
nig

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Lincoln	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-30-65	Glenn K. Kossner, Area Engr		ER 136(4)
IN COMPANY WITH	G. W. Wimer, Asst Div Engr, W. E. Schmaltz, Res Engr, OSMD		
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	NA %	10 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

NOTED
H. S. COX

LINCOLN COUNTY LOCAL FAS ROUTE NO. 584
MP 1.3 TO MP 15.7

(1) Temporary repairs — Complete
Yaquina River Slide Correction — 01% complete
MP 1.29

(2) Prime contractor, Smith Transfer, performing completory excavation work at the Yaquina River slide, preparatory to performing toe trench excavation work.

NOTED
V R. JONES

No other work in progress.

(3) The flood damage on this Federal-aid Secondary Route was covered in the initial inspection under ER Project 136(1). Work covered by this particular project was subsequently programed under the above program number.

Necessary temporary repair work was accomplished by county forces, supplemented by necessary outside equipment. The temporary repair work consisted of work necessary to restore traffic to the flood damaged areas.

(more)

10/26/65
Copies to
Young
Cox
Anderson
Schwartz
JV

RECEIVED
OCT 26 1965
ENGINEER
[illegible]

EDITION OF 5-60 MAY BE USED

NOTED
DON HARWELL

The principal damage to this route was at MP 1.29, where the entire roadway fill area subsided. The necessary permanent repair work is being accomplished by contract to Smith Transfer Company of Toledo, Oregon. The project was awarded to the Smith Transfer Company on October 5, 1965, based on a submission of a low bid in the amount of $47,977.90. The contractor began work on the project on September 29, 1965. The contract provides for a May 31, 1966 completion date, with the additional provision that all rock embankment shall be placed not later than November 30, 1965.

The contractor has accomplished only a minor amount of work at the time of this inspection. Equipment has been moved to the project and some exploratory work has been accomplished by the contractor to determine the depth of the slip plane.

No material has been incorporated in the project under work that requires testing. Work accomplished to date does not lend itself to lineal measurements or record sampling.

RECEIVED
OCT 2 3 1965
OFFICE OF

ER

September 27, 1965

NOTED
H. S. COX

NOTED
R. H. PRANGE

Lincoln County Court
Courthouse
Newport, Oregon

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Gentlemen:

On September 24, a satisfactory bid was received from the Smith Transfer Company of Toledo for constructing the Yaquina River Slide Section of FAS 584. As per the agreement between state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$47,977.90
Signing	100.00
Flagging	300.00
Horizontal Drainage	1,000.00
Seeding & Mulching	150.00
12-1/2% Engineering & Contingencies	6,190.99
Estimated Total Cost.....	$55,718.89

County Advance Deposit:

20% of $55,718.89 = $11,143.80 or say $11,200.00

Please make this advance deposit in the amount of $11,200 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. I. M. Huddleston, County Engineer

NOTED
V R JONES

Oregon State Highway Commission
State Highway Building
Salem, Oregon

9-14-65

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-136(4)

Highway No. FAS-584

Project Name YAQUINA RIVER SLIDE SEC.

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Newport, Oregon, this 14th day of September, 1965

LINCOLN
County Court

Judge

Commissioner

Commissioner

RECEIVED
SEP 15 1965
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

RECEIVED
SEP 10 1965
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Oregon Project ER-136(4)
Yaquina River Slide
Grading and Paving

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' August 19, 1965 report, except for the following:

File No. 38183 A-Brown
B-Baird
C-Thornton

It will be necessary that these parcels be made available for occupancy and contractor's use prior to our concurrence in award.

Mr. Litchfield's Utility Status Report dated August 25, 1965 indicates that no participating utility adjustments are involved.

Mr. Young's September 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Cox
Morgan
Mahon

RECEIVED
SEP 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 10 1965
OFFICE ENGINEERING
DIVISION

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 27 1965
FOR FILING

EW 13 (4)

EW 15

September 1, 1965

MISC. CONTRACTS and
AGREEMENTS No. 2887

Lincoln County Court
Courthouse
Newport, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an agreement covering the Yaquina River Slide Section of FAS 584 in Lincoln County.

A copy of this agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

bcc: H. S. Cox
Attn: Don Harwell
(conformed copy)

FAS 584
Lincoln Co

NOTED
P. B. Arensmeier

July 28, 1965

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Mr. I. M. Huddleston
Lincoln County Engineer
Courthouse
Newport, Oregon

Options, Project ER-136(4)
South Bank Section
Toledo-Elk City Co. Rd. (FAS 584)

Dear Mr. Huddleston:

Enclosed you will find three original option forms in triplicate covering right-of-way and easements to be acquired in connection with the South Bank Section of FAS 584. This contract is scheduled for letting on September 21, 1965.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

We are attaching three prints of Map No. 1R-3-1393 covering this area and bearing our date of July 21, 1965.

File No.	Name	Area	
38183-A	James A. Brown, et ux	0.1 acre,	P 1
		0.06 "	P 2
		0.1 "	P 3
38183-B	Dr. E. E. Baird, et ux	0.5 "	P 1
		0.18 "	P 2
38183-C	Donald A. Thornton	0.56 "	P 1
		0.26 "	P 2
		0.46 "	P 3
		0.35 "	P 4

Also enclosed are two copies of a right-of-way certification. Please return one completed copy to this office immediately upon your acquisition of the right-of-way.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

FAS 584

ER

FORM E-20 SOM 11-61 40230

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JUL 27 1965
ENGINEER
COUNTY & CITY DIVISION

Salem, Oregon
July 23, 1965

SUBJECT: OPTIONS
South Bank Section
Toledo-Elk City County Road
Lincoln County

To: Mr. H. S. Cox
County-City Relations Engr.
B U I L D I N G

Attached you will find three original option forms in quadruplet covering right of way and easements to be acquired in connection with South Bank Section of the Toledo-Elk City County Road in Lincoln County. This contract is scheduled for letting on September 21, 1965.

Enclosed for your information are copies of the Authorization list and Mr. Barbee's letter of July 21, 1965.

Please return a signed or conformed copy of each option to this office so that we may inform the engineers of the conditions, if any, on each transaction.

We are attaching four prints of map No. 1R-3-1393 covering this area and bearing our date of July 21, 1965.

File No.	Name	Area		
38183-A	James A. Brown, et ux	0.1	Acre	P 1
		0.06	"	P 2
		0.1	"	P 3
38183-B	Dr. E. E. Baird, et ux	0.5	"	P 1
		0.18	"	P 2
38183-C	Donald A. Thornton	0.56	"	P 1
		0.26	"	P 2
		0.46	"	P 3
		0.35	"	P 4

MC:jm
encs. 3 Options-4 Prints
Auth. list-copy Ltr.

Earl F. Saling
EARL F. SALING
Right of Way Office Manager

cc: R. D. Asburry
2 Prints
E. J. Benner

TO Huddleston 7-27-65

File No. 38183-C

REAL ESTATE OPTION

Grantor Donald A. Thornton Mail Address .....

..... Agent .....

Section South Bank County Road Toledo-Elk City

Purpose Right of Way and Easements Desc. Checked by RR 7-21-65 IR-3-1393

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Lincoln County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL NO. 1 - A purchase for right of way:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being described as follows:

Beginning on the Easterly Right of Way line of the Toledo-Elk City County Road at a point opposite and 30 feet Easterly of Engineer's Station 5+00 on the center line of said Toledo-Elk City County Road; thence Easterly at right angles to said center line, 85 feet; thence Southerly parallel to and 115 feet Easterly of said center line to a point opposite Engineer's Station 8+00.98 on said center line; thence Southeasterly in a straight line to a point opposite and 125 feet Northeasterly of Engineer's Station 8+98.08 on said center line; thence Southwesterly at right angles to said center line 95 feet to the Easterly Right of Way line of said County Road; thence Northerly along said Easterly Right of Way line to the place of beginning.

EXCEPT therefrom that property described in that deed to James A. Brown and Gertrud A. Brown, recorded in Book 236, Page 342 of Lincoln County Record of Deeds.

The center line of the Toledo-Elk City County Road herein referred to is described in that deed to Lincoln County, recorded in Book 207, Page 51 of Lincoln County Record of Deeds.

The parcel of land to which this description applies contains 0.56 acre, more or less.

PARCEL NO. 2 - A permanent easement for drainage facilities over or across the following described parcel, to wit:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being described as follows:

Beginning at a point opposite and 115 feet Easterly of Engineer's Station 5+25 on the center line of the Toledo-Elk City County Road; thence Easterly at right angles to said center line, 115 feet; thence Southerly parallel to and 230 feet Easterly of said center line to a point opposite Engineer's Station 5+52.52 on said center line; thence Southwesterly in a straight line to a point opposite and 115 feet Easterly of Engineer's Station 7+30 on said center line; thence Northerly parallel to and 115 feet Easterly of said center line to the place of beginning. The center line herein referred to is described in that deed to Lincoln County, recorded in Book 207, Page 51 of Lincoln County Deed Records.

The parcel of land to which this description applies contains 0.26 acre, more or less.

ALSO obtain right to connect drain pipe to existing manhole which is approximately 220 feet left of Station 5+50.

(Over)

PARCEL NO. 3 - A temporary easement for Haul Road for the duration of the project over or across the following described parcel, to wit:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being described as follows:

Beginning at a point which is opposite and 230 feet Southeasterly of Engineer's Station 0+40 on the center line of the Toledo-Elk City County Road; thence Westerly in a straight line to a point opposite and 190 feet Southeasterly of Engineer's Station 0+94.04 on said center line; thence Southerly in a straight line to a point which is opposite and 210 feet Easterly of Engineer's Station 3+82.85 on said center line; thence Southerly parallel to and 210 feet Easterly of said center line to a point opposite Station 5+25 on said center line; thence Easterly at right angles to said center line 20 feet; thence Southerly parallel to and 230 feet Easterly of said center line to a point opposite Engineer's Station 5+52.52 on said center line; thence Easterly at right angles to said center line, 50 feet; thence Northerly parallel to and 280 feet Easterly of said center line to a point opposite Engineer's Station 3+82.85 on said center line; thence Northerly in a straight line to the point of beginning. The center line herein referred to is described in that deed to Lincoln County, recorded in Book 207, Page 51 of Lincoln County Deed Records.

EXCEPT that property described in that deed to James A. and Gertrud A. Brown, recorded in Book 236, Page 342 of Lincoln County Deed Records.

The parcel of land to which this description applies contains 0.46 acre.

PARCEL NO. 4 - A temporary easement for Waste Area for the duration of the project over or across the following described parcel, to wit:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being bounded on the Easterly side by Parcel No. 3; bounded on the Northerly side by a line drawn at right angles to the center line of the Toledo-Elk City County Road at Engineer's center line Station 0+94.04; bounded on the Westerly side by a line which is parallel to and 30 feet Easterly of said center line; and bounded on the Southerly side by that property described in that deed to James A. and Gertrud A. Brown, recorded in Book 236, Page 342 of Lincoln County Deed Records. The center line herein referred to is described in that deed to Lincoln County, recorded in Book 207, Page 51 of Lincoln County Deed Records.

The parcel of land to which this description applies contains 0.35 acre.

wo:jg

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. [redacted]

REAL ESTATE OPTION

Grantor [redacted] Mail Address .....

..... Agent .....

Section [redacted] County Road Toledo-Elk City

Purpose Right of Way and Easement Desc. Checked by [redacted] 7-21-65 [redacted]

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

Lincoln County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL NO. 1 - A purchase for right of way:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being described as follows:

Beginning on the Westerly Right of Way line of the existing Toledo-Elk City County Road at a point opposite and 30 feet Westerly of Engineer's Station 3+82.85 on the center line of the Toledo-Elk City County Road; thence Southwesterly in a straight line to a point opposite and 125 feet Westerly of Engineer's Station 7+00 on said center line; thence Southeasterly in a straight line to the Westerly Right of Way line of said County Road at a point opposite and 30 feet Westerly of Engineer's Station 8+98.08 on said center line; thence Northerly along said Westerly Right of Way line to the place of beginning. The center line herein referred to is described in that deed to Lincoln County recorded in Book 204, Page 515 of Lincoln County Record of Deeds.

The parcel of land to which this description applies contains 0.5 acre, more or less.

PARCEL NO. 2 - A permanent easement for drainage facility over or across the following described parcel, to wit:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon; the said parcel being that portion of said Lot 9 lying Southerly of Parcel 1 and included in a strip of land 60 feet in width, 30 feet on each side of the following described line:

Beginning at Engineer's Station 7+00 on the center line of the Toledo-Elk City County Road; thence South 10° 10' West, 240 feet and at which point the Southerly line of said strip of land lies at right angles to said described line. The center line of the County Road herein referred to is described in that deed to Lincoln County, recorded in Book 204, Page 515 of Lincoln County Deed Records.

The parcel of land to which this description applies contains 0.18 acre, more or less.

wo:jg

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

File No. 38183-A

REAL ESTATE OPTION

Grantor James A. Brown and Gertrud A. Brown Mail Address .....

..... Agent .....

Section South Bank County Road Toledo-Elk City

Purpose Right of Way and Easements Desc. Checked by BR 7-21-65 IR-3-1393

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of Lincoln County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

PARCEL NO. 1 - A purchase for right of way:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to James A. Brown and Gertrud A. Brown, recorded in Book 236, Page 342 of Lincoln County Record of Deeds; the said parcel being that portion of said property lying Southerly of a line drawn at right angles to the center line of the Toledo-Elk City County Road at Engineer's center line Station 5+00 and lying Westerly of a line which is parallel to and 115 feet Easterly of said center line.

The center line herein referred to is described in that deed to Lincoln County, recorded in Book 207, Page 51 of Lincoln County Record of Deeds.

The parcel of land to which this description applies contains 0.1 acre, more or less.

PARCEL NO. 2 - A temporary easement for Haul Road for the duration of the project over or across the following described parcel, to wit:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to James A. and Gertrud A. Brown, recorded in Book 236, Page 342 of Lincoln County Record of Deeds; the said parcel being that portion of said property lying Easterly of the following described line:

Beginning at a point opposite and 190 feet Southeasterly of Engineer's Station 0+94.04 on the center line of the Toledo-Elk City County Road; thence Southerly in a straight line to a point opposite and 210 feet Easterly of Engineer's Station 3+82.85 on said center line; thence Southerly parallel to said center line to a point opposite and 210 feet Easterly of Engineer's Station 5+25 on said center line.

The center line herein referred to is described in that deed to Lincoln County, recorded in Book 207, Page 51 of Lincoln County Deed Records.

The parcel of land to which this description applies contains 0.06 acre.

PARCEL NO. 3 - A temporary easement for Waste Area for the duration of the project over or across the following described parcel, to wit:

A parcel of land lying in Lot 9 of Section 20, Township 11 South, Range 10 West, W.M., Lincoln County, Oregon, and being a portion of that property described in that certain deed to James A. and Gertrud A. Brown, recorded in Book 236, Page 342 of Lincoln County Record of Deeds; the said parcel being that portion of said property lying Northerly of a line drawn at right angles to the center line of the Toledo-Elk City County Road at Engineer's center line Station 3+27.37.

The center line herein referred to is described in that deed to Lincoln County recorded in Book 207, Page 51 of Lincoln County Deed Records.

The parcel of land to which this description applies contains 0.1 acre.

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken*, and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession or otherwise, occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing

claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is closed, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. It is further agreed that no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

.... (SEAL)

.... (SEAL)

.... (SEAL)

SCHEDULE OF MOVING WORK

FORM S-90 5M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 21, 1965

SUBJECT:

To:

Mr. D. H. Moehring
Right of Way Engineer
Office

South Bank Section
Toledo - Elk City County Road
Lincoln County

RECEIVED
JUL 22 1965
LEGAL & RIGHT OF WAY

...TED
D. H. MOEHRING

Attached are 3 descriptions and an authorization covering the subject ER project which is scheduled for ~~August 10, 1965~~. Sept. 21, 1965 per Owen Tanner 7-22-65 JRO

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FOS:hc

cc: Mr. H. S. Cox

RECEIVED
JUL 23 1965
RIGHT OF WAY

Note: This is County ER to be combined with Toledo Slide Section on Corvallis-Newport. County to acquire these 3.
Jones asks that we expedite options to him.
JRO

Form E-303 (Rev.)—5M—1-64

Oregon State Highway Department
CONSTRUCTION DIVISION

Sheet No. 1 of 1

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Toledo - Elk City County Road County Lincoln

Unit Survey Approved

Section South Bank Sta. Sta.

R/W Map No. 1R-3-1393
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE						
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
38183-A	James A.Brown & Gertrud A. Brown				X	X		X			X					
38183-B	Dr.E.E.Baird & Mary A.Baird				X	X		X			X					
38183-C	Donald A. Thornton				X	X		X			X					

RECEIVED
JUL 22 1965
RIGHT OF WAY DEPT.

Submitted Floyd O. Scott Date JUL 21 1965
R/W Description Engineer

Approved Date
Assistant Construction Engineer

Approved Date
R/W Engineer

ER

FORM E-20R—GOM—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 19, 1965

To: Mr. F. D. Morgan
Construction Engineer
DEPARTMENT

SUBJECT: ER Roadbed Restoration
M.P. 7.6 to 8.4 Section
Corvallis-Newport Highway
South Bank Section
Toledo-Elk City County Road
Lincoln County

NOTED
R. H. PRANGE

Attached are four sets of Special Provisions and estimate for Cost which calls for the combination of the subject projects. The work on each of these projects is quite similar. Each calls for some backfill with quarry run rock. As there is only one quarry in the area from which these materials can come, it is quite logical to combine the projects so that there will be no interference between contractors in our quarry at Iron Mountain.

Also attached is one set of plan profiles on the projects which were prepared by Resident Engineer Maurice Payne that have been marked to show revisions and modifications recommended by this office.

At M. P. 8.4, on the Corvallis-Newport Highway, there is a spring on the right of way that will be affected by our proposed r construction. Right of way will be needed from the users of that spring, Edward L. and B. winter. Our proposed reconstruction calls for placement of a rock toe and rock slope protection in such a manner as to tend to dry up this spring. Our plans do call for p ving the highway ditch and installation of a subsurface perforated drainage system. An eight inch corrugated metal pipe will tie onto this perforated drainage system and cross under the highway in the vicinity of the Winter home. It will be capped and can be tapped if the Winter's so desire to use it. They will undoubtedly need to construct a collection basin and a pump to make much use of it. These should be resolved by the Right of Way Department when they negotiate with the Winters.

A copy of this letter is being sent to Right of Way Supervisor Esthel Benner so that he will be aware of this problem and the possible solution. Should he need further assistance, he can either contact Resident Engineer Maurice Payne or me. Also to aid him in this matter, are the attached copies of a March 19 letter from Dan S. Poling, on behalf of the Winters, Howard Johnson's April 1 report, and Assistant State Highway Engineer Tom Edward's April 6 reply to Poling.

RECEIVED
JUL 20 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

Since Edwards answered Polings letter, we have found that on Right of Way File 786, we did construct for the former owners, M. F. and Mae Wagner, "a concrete box around two springs and piped the water to the right of way line" at this location.

R. D. Asburry
Division Engineer

By [signature]
Gerald Wimer
Assistant Division Engineer

GW:ep
Enclosure
cc: Mr. E. J. Benner
Mr. H. S. Cox

FR

NOTED
R. H. PRANGE

NOTED
H. S. COX

NOTED
P. B. Arensmeier

MEMO
July 15, 1965

ER-136(4)
South Bank Slide Section
FAS 584, Lincoln County

It is planned to include the above section with three other slides which are on a state highway in one contract. If this is done it would be advisable to give the South Bank slide the first priority for reconstruction as there is a very critical condition regarding both maintenance of traffic and a housing development below the slide area. The present heavy traffic, which includes log trucks, is using a single lane on the portion of fill still remaining and if there are heavy early rains it may slide out and completely block traffic on this important route. If the slide is reactivated it may also engulf a small housing development at the foot of the present slide area. I believe the Division will concur in this suggestion.

V. R. Jones, Planning Engineer
County and City Division

VRJ:mm

cc: Lincoln County Court
F. D. Morgan
Virgil O'Neil
R. D. Asburry

NOTED
RICHARD UNREIN

ER Work
Lincoln Co.
ER 136 (4) Item 175
FAS 584

RECEIVED
JUL 7 1965
ENGINEER
COUNTY & CITY DIVISION

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] will be the following [illegible] for the subject projects:

[illegible]

1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roller	[illegible]
1 Env.	[illegible]; 3 [illegible]; 3 copies of cost of [illegible] and 2 copies, and 1 copy of cross-section at bridge [illegible]

[illegible]

1 Roll	[illegible]
1 Roll	[illegible]
1 Roller	[illegible]
1 Env.	[illegible]

[illegible]

1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roller	[illegible]
1 Env.	[illegible]; 3 [illegible], 3 copies of location report, 2 copies location engineer's report, 2 copies of [illegible] engineer's statement.

[illegible]

1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roll	[illegible]
1 Roller	[illegible]
1 Roller	[illegible]
1 Roll	[illegible]

NOTED
R. D. ASBURRY

cc H.S. Cox

8/10/65 Letting
Item 18

July 1, 1965
(date)

Lincoln County Court
Courthouse
Newport, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 584

Section South Bank Slide Section: Grade and pave (E.R. Proj)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

RECEIVED
JUL 9 1965
ENGINEER
COUNTY & CITY DIVISION

7/7/65
(date)

By Mike Miller

By David S. Moffitt
Commissioner

By Harold D. A. Eggen
Commissioner

cc; L.H. Young

E. R.

FORM E-30X—SON—1-65 SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 23, 1965

NOTED
H. S. COX

NOTED
DON HARWELL

SUBJECT: E.R. Project
Mile Point 1.3
Toledo-Elk City Road
Lincoln County FAS 584

To: Mr. M. D. Payne
Resident Engineer
Oregon State Highway Department
P.O. Box 308
Corvallis, Oregon

NOTED
P. B. Arensmeier

To confirm verbal instructions given to you yesterday, will you please prepare an "Authority for Survey" together with "Location Prospectus", et cetera, covering the subject project, which is an approved Lincoln County E.R. Project.

Do not wait for the approved authorization to start work. You can start work immediately, as prior approval was obtained from Assistant Construction Engineer Barbee.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:AM
cc D. J. Barbee
H. S. Cox

RECEIVED
APR 26 1965
ENGINEER
COUNTY & CITY DIVISION

Note: County requests 24' AC 4' shldrs each side

NOTED
V. R. JONES

LINCOLN COUNTY
PROPOSED FLOOD DAMAGE PROJECTS, ER FUNDS

FAS 143, Elk City-Harlan Road, M.P. 8.9 to 20.0, embankment in place, riprap and base, $32,500.
Flood waters from Big Elk River inundated the road in many places washing out roadway and shoulders and destroying the base surfacing. Considerable riprapping was required to protect the remaining roadway. County forces using some rented equipment restored the road.

FAS 146, North Bank Road, M.P. 3.71 to 3.75, embankment in place and riprap, $2,800.
Shoulder areas were washed out by Salmon River. County repaired the shoulders and placed riprap with their own forces.

FAS 149, Schooner Creek-Drift Creek Road, M.P. 4.7 to 5.2, roadway cleanup and base rock, $1,200.
Schooner Creek flood waters deposited silt and also washed base surfacing away. County forces performed the cleanup and replaced the base rock.

FAS 149, M.P. 2.0, embankment in place and riprap, $500.
A section of roadway fill slid out due to erosion from Schooner Creek flood. County forces replaced fill and riprapped the section.

FAS 150, Siletz-Logden, M.P. 2.64, embankment in place, surface and pave, $800.
Siletz River undercut a section of roadway and destroyed base and pavement. County forces repaired roadway and paving will be negotiated.

FAS 150, Logsden-Nashville, M.P. 11.06 and M.P. 19.85, embankment in place, riprap and base surfacing, $4,200.
Flooding of Rock Creek undercut two short sections of roadway and shoulders. County replaced the embankment, placed riprap and restored base surfacing.

FAS 150, M.P. 22.21, slide removal and base surfacing, $1,300.
Saturated slope slid into road at this point. County forces removed slide and repaired base surfacing.

FAS 151, Burnt Woods-Harlan Road, M.P. 2.20 and M.P. 2.84, embankment in place, grade and base surfacing, $2,400.
Excessive high water in Spout Creek eroded two sections of roadbed and shoulders. At M.P. 2.20 the embankment and surfacing were replaced and at M.P. 2.84 the road was regraded on new alignment. County forces made these repairs.

FAS 152, Yachats Road, M.P. 4.0, embankment in place and riprap, $2,800.
Extremely high water in Yachats River cut out the toe of the road embankment. County forces restored the fill and placed protective riprap.

FAS 584, Toledo-Elk City Road, M.P. 1.29, South Bank Section, grade and pave, $50,000.
There was a grade subsidence on a short section of embankment during the December flood. In January flood period, a fill section 1,000 feet in length failed and slid out. The county has requested the restoration of this section under a contract let and supervised by the State Highway Department.

ER-157(1) Phillips Creek Br. Sec., 1965
Summerville-Weston Road
6719

C8H 2889

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 98341

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
4-17-69	CC 1170		531-1010-297

NOTE
H. S. COX

RECEIVED
APR 17 1969
ENGINEER
COUNTY & CITY DIVISION

Union County Court
P. O. Box 1031
La Grande, Oregon 97850

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: Honorable E.C. Wimmer, County Judge			
Final Billing: Millip's Creek Bridge, FAS 795, BR-157(1). Covered by agreement dated April 7, 1965.			
County advance deposit		6,000.00	
Less amount previously transferred		4,000.00	
			2,000.00
County share of construction costs		5,117.70	
Less amount previously transferred		4,000.00	
			1,117.70
To be refunded			882.30

ACKNOWLEDGMENT REQUEST

By _____

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

Form A-66—5M—4-68

Invoice for Service Rendered or Goods Furnished the
OREGON STATE HIGHWAY DEPARTMENT
by

Union County
c/o County Court
La Grande, Oregon

This Space for Use of Accounting Division

Date January 27, 1969

Invoice No. State Treasurer's

P. O. No. Receipt No. 19881

SP*30131-734

Final Voucher Project No. ER-157(1)

Reimbursement for cost of repairing County FAS Routes 478, 795, and 919 damaged in the 1964-65 floods.

County cost as per statement	$10,508.28	
Less ineligible cost deducted by B.P.R.	0.00	
Total Participating Cost	$10,508.28	
Federal reimbursement claimed at 63.50%		$6,672.75
State Highway participation at 29.4% of federal amount		1,961.79
Total County reimbursement		$8,634.54
Less previous amount paid on invoice dated 2-15-68		6,475.91
Balance due County		$2,158.63

9564-597 (64) $1,668.18
531-4790-190 (64) $ 490.45

ORIGINAL SIGNED BY
C. H. MAISON

C. H. Maison, Controller

Monthly transaction number - 8-87	-2A (-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 6	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-11-67	County Union
Modification number 1		Project number ER-157(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,000	$ 40,856
Federal funds	$ 31,725.00	$ 25,923.22
Other revisions		

This modification is made for the following reasons:

Revised estimate based on low bid prices and Union County billing.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11 day of August, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Loboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. FS-157(1)

UNION COUNTY FAS ROUTES 478, 795 & 919

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Union County billing.)

Salem, Oregon, July 18, 1967

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X080
Phillips Cr. Br. (10751A)(Sta. 10+80 to Sta. 11+36)(Contract No. 6719)

Furnish 10 BP 42 Steel Piling	200	lin.ft.	$ 5.00	$ 1,000.00
Drive Steel Piles	10	only	150.00	1,500.00
Splice Steel Piles	3	only	200.00	600.00
Class "A" Concrete (36 cu.yds.)	All	Required		7,200.00
3' x 50' to 55' Prestressed Slab	12	only	1,200.00	14,400.00
Metal Reinforcement (3,600 lbs.)	All	Required		1,080.00
Class "B" Asphalt Concrete	30	ton	30.00	900.00
			Subtotal	$26,680.00
			10% Engr. & Cont.	2,668.00
			Total	$29,348.00

Length of Structure - - - - - - - 0.009 Miles

Type Code 5231
FAS 478, Flood Repair (H.P. 6.0)

Temporary

County Force Equipment, Labor and Materials	All Required	$661.08
Negotiated Equipment, Labor and Materials	All Required	225.70
		$886.78

The permanent repairs were done in conjunction with the temporary work on this route.

Type Code 5231
FAS 795, Flood Repair (M.P. 0.0 to M.P. 4.34)

Temporary

County Equipment, Labor and Materials	All Required	$3,620.93
		$3,620.93

Permanent

Approved C.P.O. #4	All Required	$3,602.84
		$3,602.84
		$7,223.77

Type Code 2010
FAS 919, Flood Repair (M.P. 1.0)

Temporary

County Force Equipment, Labor and Materials	All Required	$2,397.73
		$2,397.73

The permanent repairs were done in conjunction with the temporary work on this route.

$10,856.28

Length of project - - - - - - - 4.34 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Phillips Cr. Br. (Cont. 6719)	29,348.00	18,621.00	5,363.50	5,363.50
FAS 478	886.78	562.66	162.06	162.06
FAS 795	7,223.77	4,584.21	1,319.78	1,319.78
FAS 919	2,397.73	1,521.35	438.19	438.19
Total	$40,856.28	$25,923.22	$7,466.53	$7,466.53

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 531-1060

531-1997-548

(6) PE 1,000
101

53,000
33628

G-1-A11

Oregon State Highway Dept. Federal Aid

Project No. ER-157(1)

Union County FAS Routes 478, 795 & 919

(Revised estimate as a basis for modification of Aproject agreement. Based on low bid prices and Union County billing.)

Salem, Oregon, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X080

Phillips Cr. Br. (10751A) (Sta. 10+80 to Sta. 11+30) (Cont. No. 6719)

Furnish 10 BP42 Steel Piling	200	Lin Ft 5.00	$ 1,000.00
Drive steel tiles	10	only 150.00	1,500.00
Splice Steel Piles	3	only 200.00	600.00
Class "A" Concrete (36 cu yds.)	All Required		7,200.00
3' x 50' to 55' Prestressed Slab	12	on ly 1200.00	14,400.00
Metal Reinforcement (3,600 lbs.)	All Required		1,080.00
Class "B" Asphalt Concrete	30	Ton 30.00	900.00

Subtotal	$ 26,680.00
10% Engr. + Cont.	2,668.00
Total	$ 29,348.00

Length of structure 0.009 Miles

Approved County Force Order

# 4-FAS 795 Permanent Approaches	All Required	$ 4,500.00
	Subtotal	$ 4,500.00
	Engr. + Cont.	450.00
	Total	$ 4,950.00

More

Type Code 5231

EAS 478, Flood Repair (M.P. 6.0)

Temporary

County Force Equipment, Labor & Materials	All Required	# 661.08
Negotiated Equipment, Labor & Materials	All Required	225.70
		# 886.78

The permanent repairs were done in conjunction with the temporary work on this route.

Type Code 5231

EAS 795, Flood Repair (M.P. 0.0 to M.P. 4.30)

Temporary

County Equipment, Labor & Materials	All Required	# 3,620.93
		# 3,620.93

Permanent

APP. 8-2-65

Approved C.F.O. #	All Required	# 3,602.84
		# 3,602.84
		# 7,223.77

Type Code 2010

FAS 919, Flood Repair (M.P. 1.0)

Temporary

County Force Equipment, Labor & Materials All Required $2397.73

$2,397.73

The permanent repairs were done in conjunction with the temporary work on this route. $40,856.28

Length of project 4.34 miles (intermittent)

63.45

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$1,000.00	$634.00	$183.00	$183.00
Phillips Cee Br. (Cont. 6719)	29,348.00	18,621.00	5,363.50	5,363.50
FAS 428	886.78	562.66	162.06	162.06
FAS 795	7,223.77	4,584.21	1,319.78	1,319.78
FAS 919	2,397.73	1521.35	438.19	438.19
Total	$40,856.28	$25,923.22	$7,466.53	$7,466.53

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 531-1060

094

Previous $31,725.-

This under $25,923.21

$5,801.79

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED DEC 17 1965

FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-8-65

STATE: Oregon

COUNTY: Union

PROJECT NO.: ER-157(1)

PROJECT REPORT NO.: FOR FILING 3 ER-157(1) 6719

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Union County FAS Routes 478, 795 and 919.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	6-24-65	0.009
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	0.009
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 35,298.00	$ 22,395.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lacoe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

Oregon State Highway Department

Federal Aid
Project No. ER-157(1)

UNION COUNTY FAS ROUTES 478, 795 and 919

(Estimate as a basis for project agreement. Based on low bid prices and County Force Order.)

Salem, Oregon, November 29, 1965

Type Code P.E.

Preliminary Engineering	All Required	$ 1,000.00

Type Code X080
Phillips Cr. Br. (10751A) (Sta. 10+80 to Sta. 11+30) (Cont. No. 6719)

Furnish 10 BP 42 Steel Piling	200 lin.ft.	$ 5.00	$ 1,000.00
Drive Steel Piles	10 only	150.00	1,500.00
Splice Steel Piles	3 only	200.00	600.00
Class "A" Concrete (36 cu.yd.)	All Required		7,200.00
3'x50' to 55' Prestressed Slab	12 only	1,200.00	14,400.00
Metal Reinforcement (3,600 lbs.)	All Required		1,080.00
Class "B" Asphalt Concrete	30 tons	30.00	900.00
	Subtotal		$26,680.00
	10% Engr. & Cont.		2,668.00
	Total		$29,348.00

Length of Structure - - - - - - - - - - - -0.009 miles

Approved County Force Order

#4 - FAS 795, Permanent Approaches	All Required	$ 4,500.00
	Subtotal	$ 4,500.00
	10% Engr. & Cont.	450.00
	Total	$ 4,950.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Structure	29,348.00	18,621.00	5,363.50	5,363.50
Approved C.F.O.	4,950.00	3,140.00	905.00	905.00
Subtotal	$35,298.00	$22,395.00	$6,451.50	$6,451.50
Retained in Authorized Fund Status				
Temporary and Permanent Repair	$14,702.00	$ 9,330.00	$2,686.00	$2,686.00
Total	$50,000.00	$31,725.00	$9,137.50	$9,137.50

State Funds for Const.: Chap. 175, laws 1917;
Chap. 31, laws 1920;
Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Prefix: 531-1060

Oregon State Highway Department

Federal Aid
Project No. ER-157(1)

UNION COUNTY FAS ROUTES 478, 795 & 919

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 8, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00
Type Code X080			
Philips Creek Bridge (10751A)(Sta. 10+80 to Sta. 11+30)			
Furnish 10 BP 42 Steel Piling	200 lin.ft.	$ 6.00	$ 1,200.00
Drive Steel Piles	10 only	100.00	1,000.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (36 cu.yds. at $125.00)	All Required		4,500.00
3'x50' to 55' Prestressed Slabs	12 only	1200.00	14,400.00
Metal Reinforcement (3,600 lbs. at $0.18)	All Required		648.00
Class "B" Asphalt Concrete	30 tons	25.00	750.00
	Subtotal		$ 22,648.00
	10% Engr. & Cont.		2,264.00
	Total		24,912.00
Length of Structure - - - - - - - - - - -	0.009 miles		
Approved County Force Order			
#4-FAS 795 Permanent Approaches	All Required		$ 4,500.00
	Subtotal		4,500.00
	10% Engr. & Cont.		450.00
	Total		$ 4,950.00

SUMMARY OF FUNDS

Descriptions	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$1,000.00	634.00	183.00	183.00
Structure	24,912.00	15,807.00	4,552.50	4,552.50
Approved CFO	4,950.00	3,140.00	905.00	905.00
Subtotal	$30,862.00	$19,582.00	$5,640.00	5,640.00

Oregon State Highway Department

Federal Aid
Project No. ER-157(1)

Fund Status				
Retained in Authorized Temporary and Permanent Repair	22,138.00	14,046.00	4,046.00	4,046.00
Total	$53,000.00	$33,628.00	$9,686.00	$9,686.00

PHILIPS CREEK BRIDGE

PRESTRESSED SLAB QUANTITIES

3'x50' to 55' Prestressed Slabs

Overhead	All Required		$ 175.00
Class AA Concrete	7.1 cu.yds.	88.00	624.80
Metal Reinforcement	460 lbs.	0.12	55.20
Prestress Wire	650 lbs.	0.50	325.00
			1,180.00
		Use	$1,200.00

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding four signed copies of PR-9 for the Deschutes River - Blalock Section, Project No. ER-96(2), to reduce the authorized funds for use on other projects as follows:

	Action	Present	Change	New Total
Increase				
ER-136(4)	PS & E	34,898	$ 8,183	$43,081
ER-169(1)	PA	47,588	29,788	77,376
ER-157(1)	PS & E	33,628	6,364	39,992
			$44,335	
Decrease				
ER-130(1)	PA	202,405	7,838	194,567
ER-96(2)	PR-9	110,637.45	36,497	74,140.45

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Oregon State Highway Department

Federal-Aid
Project No. ER-157(1)

UNION COUNTY FAS ROUTES 478, 795 & 919

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 24, 1965

Type Code P. E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code X080
Philips Cr. Br. (10751A)(Sta. 10+85 to Sta. 11+25)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	710 cu.yd.	8.00	5,680.00
Structural Excavation Below Elevation Shown	70 cu.yd.	10.00	700.00
Class "A" Concrete (178 cu.yd. at $85.00)	All Required		15,130.00
3' x 40' to 45' Prestressed Slab	9 only	900.00	8,100.00
4' x 40' to 45' Prestressed Slab	2 only	1100.00	2,200.00
Metal Reinforcement (28,000 lbs. at $0.15)	All Required		4,335.00
Class "B" Asphalt Concrete	25 ton	25.00	625.00
	Subtotal		$ 41,770.00
	10% Engr. & Cont.		4,177.00
	Total		$ 45,945.00

Length of Structure - - - - - - - - - - - 0.008 miles

Approved County Force Order

#4-FAS 795 Permanent Approaches	All Required		$ 4,500.00
	Subtotal		$ 4,500.00
	10% Engr. & Cont.		450.00
	Total		$ 4,950.00

SUMMARY OF FUNDS

Descriptions	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engin.	$ 1,000.00	$ 634.00	$ 183.00	$ 183.00
Structure	45,945.00	29,151.00	8,397.00	8,397.00
Approved CPO	4,950.00	3,140.00	905.00	905.00
Subtotal	$51,895.00	$32,925.00	$9,485.00	$9,485.00
Retained in Authorised Fund Status				
Temporary and permanent repair	$11,139.00	$7,067.00	$2,036.00	$2,036.00
TOTAL	$63,034.00	$39,992.00	$11,521.00	$11,521.00

PHILLIPS CREEK BRIDGE

PRESTRESSED SLAB QUANTITIES

3' x 40' to 45' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	5.3 cu.yd.	88.00	439.90
Metal Reinforcement	533 lbs.	0.12	63.96
Prestress Wire	427 lbs.	0.50	213.50
			$ 867.36
	Use		$ 900.00

4' x 40' to 45' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	6.8 cu.yd.	88.00	598.40
Metal Reinforcement	733 lbs.	0.12	87.96
Prestress Wire	512 lbs.	0.50	256.00
			$ 1,092.36
	Use		$ 1,100.00

Form 1-41
Project No. LF-157(1)

[illegible] 36 & 912

[illegible] project agreement. Based on low
[illegible].

Salem, Oregon, July 18, 1967

[illegible] required $ 1,000.00

[illegible] (Contract No. (712)

[illegible]	[illegible]	$ 5.00	$ 1,000.00
[illegible]	[illegible]	150.00	1,500.00
[illegible]	[illegible]	200.00	600.00
[illegible]	[illegible] required		7,200.00
[illegible]	[illegible]	1,200.00	14,400.00
[illegible]	[illegible] required		1,000.00
[illegible]	[illegible]	20.00	200.00
	Subtotal		$26,000.00
	10% Engr. & Cont.		2,600.00
	Total		$29,348.00

[illegible] Formation - - - - - - - 0.00 Mile

[illegible] (U.S. 40)

[illegible] Labor	[illegible] required	$661.08
[illegible] Labor	[illegible] required	225.70
[illegible]		$886.78

[illegible] were done in conjunction with the temporary work on this route.

RECEIVED
JUL 20 1967
ENGINEER
COUNTY & CITY DIVISION

Feder l-(1)
Project No. IR-157(1)

	All Required	$3,620.93
		$3,620.93
	All Required	$3,602.84
		$3,602.84
		$7,223.77
	All Required	$2,397.73
		$2,397.73

... were done in conjunction with the temporary
... this road.

$10,856.28

... of project - - - - - - 4.34 Miles (Intermittent)

Federal-Aid
Project No. 18-157(1)

	Total Cost	Federal Funds	State Funds	County Funds
[illegible]	$ 1,[illegible]	$ [illegible].00	$ 183.00	$ 183.00
[illegible] (129)	29,[illegible]	18,[illegible].00	5,363.50	5,363.50
	[illegible]	162.06	162.06	162.06
	7,[illegible].77	[illegible].21	1,319.78	1,319.78
	[illegible]	[illegible]	438.19	438.19
	$40,[illegible]	$25,923.22	$7,466.53	$7,466.53

[illegible] Act: Chap. 175, Laws 1927; Chap. 31, Laws 1929;
Chap. 382, Laws 1929.
[illegible] Act: Chap. 529, Laws 1939.

RECEIVED
NOV 4 - 1966
FOR FILING

FR-157 (1)
6719

November 3, 1966

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
San Francisco, California 94104

Gentlemen:

Contract No. 6719 awarded to Underwood and Richards Construction Company for construction of the Phillips Creek Bridge on the Summerville-Weston Road in Union County was completed on April 17, 1966, and accepted by the Highway Commission on November 2, 1966.

Final payment in the amount of $2,229.50 will be released to the contractor after November 10, 1966. The total contract amount is $25,796.41 including $414.91 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cheery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Underwood and Richards Construction Co.
P.O. Box 1050
Bend, Oregon

Lumbermen's Insurance Agency
1024 Bond Street
Bend, Oregon
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
NOV 3 - 1966
FOR FILING

ER-157(1)
6719

November 2, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 17, 1966, on Contract No. 6719. The contract was with Underwood and Richards Construction Company and was for construction of the Phillips Creek Bridge on the Summerville-Weston Road FA3795 in Union County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
A. F. Parson

bg

RECEIVED
OCT 4 - 1966
FOR FILING

August 26, 1966

Underwood and Richards Construction Co.
P. O. Box 1050
Bend, Oregon

#7

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6719 for construction of the Phillips Creek Bridge on Summerville-Weston Road in Union County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 99-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc A. F. Parsen
George Hopkins
L. H. Young
L. D. Merchant
C. H. Maleen
Bureau of Public Roads

RECEIVED
AUG 19 1966
FOR FILING
E 127(
6719

August 15, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 7
August 25, 1966 meeting

Gentlemen:

Underwood and Richards Construction Company, contractor on the Phillips Creek Bridge on the Summerville-Weston Road (FAS795) in Union County (Contract No. 6719), has requested that the date of completion be advanced from the specified date of December 31, 1965, to the actual date of completion, April 17, 1966, without assessment of liquidated damages.

The contractor's stated reasons for the request are a stop work order issued January 5, 1966 (which was relinquished April 10, 1966) and his not being able to procure paving material from local plants because of cold weather shutdown.

The contractor is entitled to a 95-day extension because of the shutdown order issued as weather conditions were not favorable to satisfactory concrete finishing and an additional four-day extension in performing work under an extra work order which consisted of excavation into rock for pile embedment.

Total delay in completing the work was 107 calendar days. Conditions beyond the contractor's control account for 99 days of the total. I recommend that the contractor be granted a 99-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining eight days. This amounts to an assessment of $400.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads. This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant

L. H. Young A. F. Parson C. H. Maison

CAG:jf fn

E—128 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 18, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 60 days to 136 days, within which to complete our Contract No. 6719, without the assessment of liquidated damages. The said contract is described as follows:

Phillips Creek Bridge (Calendar Days are October 7, 1965 to April 17, 1966

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

On January 5th, 1966, the work was shutdown on the above contract due to inclement weather for finishing concrete and we were unable to procue paving material from the Asphalt Company as they were shutdown because of the cold weather.

Respectfully submitted,

UNDERWOOD & RICHARDS CONSTRUCTION CO.
Contractor

By [signature]
Partner

CONSENT OF SURETY

Date April 25, 1966

We, GLENS FALLS INSURANCE CO

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GLENS FALLS INSURANCE COMPANY

By [signature]
Attorney-in-fact

LUMBERMENS INSURANCE AGENCY

By [signature]
Resident Agent

(SEAL)

BRIDGE DIVISION
MAY 12 1966
PM
2 8 9 10 11 12 1 2 3 4 5 6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 671 Contractor Underwood and Richards Construction Co.

Highway Summerville-Weston Road

Section Phillips Creek Bridge

Kind of Work Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 95 for suspension of work and ~~eight~~ four for change in plans for total of ~~103~~ 99

Recommended for Approval:

H S Coulter
Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

C H Swanson
State Highway Engineer

Contract No. 6719

Project designation ER 157(1) State-Federal

Date awarded October 7 1965

Work started October 26, 1965

Per cent completed 100% April 17, 1966 Date

Calendar Completion ~~No. of Workdays Allowed~~ December 31, 1965

107 calendar days after ~~No. of Workdays Used~~ Dec. 31, 1965

No. of Added ~~Workdays~~ Requested 136

Form CD-121 (11-63) (Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 2, 1966

In reply refer to: 98-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-157(1), Phillips Creek Bridge
Contract No. 6719

Reference is made to Mr. Edwards' letter of May 25, 1966 on the subject time extension.

We concur in the time extension of 95 days due to the shutdown order issued because of winter weather conditions. Our concurrence is limited to only 4 of the 8 additional work days you recommend, because of work added by Order for Extra Work No. 1. Our records show the extra work was started on November 2, 1965 and completed on November 5.

RECEIVED
AUG 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM AUG 4 - 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 26 1966
FOR FILING
FA-157(1)
6719

May 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Phillips Creek Bridge
Contract 6719
FAP No. ER-157(1)

Dear Sir:

The contract for this project was awarded October 7, 1965 with a specified completion date of December 31, 1965. The work was actually completed April 17, 1966.

The contractor is requesting that the specified completion date be advanced to the actual completion date without assessment of liquidated damages. The contractor's stated reasons for the request are a stop work order issued January 5, 1966 (which was relinquished April 10, 1966) and his not being able to procure paving material from local plants because of cold weather shut-downs.

The contractor is entitled to a 95-day extension because of the shutdown order issued because of weather conditions unfavorable to satisfactory concrete finishing, an additional 8-day extension because of the extra work involved in performing work added by Order for Extra Work No. 1 (excavation into rock for pile embedment) and no additional time for local paving plant shutdown.

I propose to recommend to the Highway Commission that the contractor be granted a 103-calendar-day extension to April 13, 1966 without assessment of liquidated damages

and that he be assessed liquidated damages for the period April 13, 1966 to the completion date of April 17, 1966 (four days).

May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf jwa

RECEIVED
MAY 6 - 1966
FOR FILING

Salem, Oregon
May 4, 196

Contract No. 6719
Phillips Creek Bridge
Summerville-Weston Road-FAS-795
Contractor: Underwood &
Richards Const. Co.

L. D. Merchant
Bridge Engineer

The semifinal payment is approximately $695.50 with 5% retainage of $1,334.00. This contract overran 107 days of which 95 are covered by a stop work order. The contractor is charged 12 days at $50.00/day for a total of $600.00.

This contract is now completed, but the extension of time covered by the stop work order has not been approved. Please indicate approval or disapproval of the release of semifinal and final payments on this basis.

K. H. Young
Office Engineer

KHY:ed

RECEIVED
JUN 7 - 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-157(1)

6719

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 17, 1966, on Contract No. 6719, Phillips Creek Bridge Section, in Union County, in connection with Federal-Aid Project No. ER-157(1).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date: 5-18-66

Conditions noted on above date:

None. Work is acceptable.

RECEIVED
JUN
OFFICE OF
STATE HIGHWAY ENGINEER

By: A. W. Parsons
Division Engineer

G. R. Brooks
District Engineer

ER

M PR-33A
(Rev. 8-65)

cc: CSHD (Klaboe)
CSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

rc

REGION NO.	REPORT NO.	COUNTY	STATE
8	4	Union	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
1-18-66	R. A. Nichols, Area Engr		FR 157(1)
IN COMPANY WITH			
Alfred Shirley, Asst Div Engr, CSHD; Robert Poole, Inspector, CSHD			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Unsatisfactory	110 %	95 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

RECEIVED
FEB 14 1966
ENGINEER
COUNTY & CITY DIVISION

PHYLLIS CREEK BRIDGE
SUTHERLIN - ROSEBURG ROAD
FAS 795
Douglas County

(1) The concrete for the pile caps and the curbs and parapet wall has been poured, and the precast decking has been placed under this contract.

The riprap on the creek slopes has been placed by county forces.

(2) None.

(3) The contract work remaining to be done consists of finishing the concrete and placing the asphaltic concrete wearing surface. About 15 tons of asphaltic concrete is needed for the wearing surface. Due to the small amount of asphaltic concrete required, the contractor plans to purchase it from a local supplier. He is unable to do that at the present time because all the commercial suppliers within a reasonable distance have closed down their plants for the winter. Therefore, he will be unable to complete the project work until the local suppliers resume operations in the spring. He could finish the concrete on the curbs and parapet walls prior to that time but there is NO particular advantage of

2/10/66 Copies to Spring Cox Parson JP

(more)

EDITION OF 5-60 MAY BE USED

performing this work until the other work can be completed. In fact, a better finished product will probably be attained under more favorable weather conditions. The contractor has requested that he be given a shut down order until he can resume work in the spring, and the writer believes that it is in the public interest to comply with his request.

The contract time expired as of December 31, 1965. The contractor did not complete pouring the concrete for the curb and handrail until January 5. It therefore appears that the shut down order, if issued, should shut the contract down effective January 6.

The roadway width was 30' 4". Specified minimum width was 30'. The additional width was gained because of width of each deck slab which slightly exceeded the specified 3'; also, there was from a 1/4 to 1/2" between the slabs in many areas due to slight imperfections in the slabs. The width and the height of the curb were a specified 24" at the bottom and 9" high, respectively. The height and width of the parapet wall were a specified 27 and 10 1/2".

The project records reviewed indicated that the materials incorporated into the project substantially meet specification requirements.

FORM FHWA-
(REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED
JAN 31 1966
ENGINEER
COUNTY & CITY DIVISION

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

ROUTE NO.	REPORT NO.	COUNTY	STATE
DATE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
TYPE OF WORK			
QUANTITY OF WORK	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %

REMARKS: (1) COMPLETED WORK (2) WORK IN PROGRESS (3) COMMENTS AND RECOMMENDATIONS

(1) [illegible]

(2) [illegible]

(3) [illegible]

The concrete surfaces of the bents are 3" horizontally and 1" ± 1/2" vertically. The typical dimensions are 3" and 1" R.

At the time of the inspection it was known that the end bent caps had not begun to cure as the forms were not removed. The additional steel was placed by the joint contractor.

FORM FHWA-[illegible] MAY BE USED

RECEIVED
NOV 29 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. CRIDLER, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ED-157(1)

1-1-1

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 24, 1965

Underwood & Richards Construction Company
P. O. Box 1050
Bend, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6719, awarded October 7, 1965, for structure on the Phillips Creek Bridge Section of the Summerville-Weston Road, FAS 795, in Union County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

FORM PR-63A
(REV. 8-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
TYPE OF INSPECTION	INSPECTION MADE BY		PROJECT NO.
CONTRACTOR			
CONTRACT OF WORK	PROGRESS OF WORK	TIME ELAPSED %	WORK COMPLETED %

(1) REMARKS (2) COMPLETED WORK (3) WORK IN PROGRESS (4) COMMENTS AND RECOMMENDATIONS

RECEIVED
JAN 31 1966
ENGINEER
COUNTY CITY DIVISION

(2) Piling for the end bents had been ordered and the pile caps [illegible]

[illegible]

[illegible] horizontal dimensions of the end bents. [illegible] are required 2' 0" by 1' 0".

[illegible] be necessary to excavate by hand to put piles in [illegible] a footing [illegible] was estimated at about [illegible] cubic yards. It was felt to put adequate stability [illegible] the excavation was backfilled and the work was estimated to [illegible] of about 2'. Steel H piling were then placed in [illegible] IN [illegible]/Pendleton. Local Work Order [illegible] 1 covering the work as above was approved on [illegible] Contract Day 1.00. Estimated cost of the work was $377.66.

[illegible] contract provides that the bridge work shall be over-[illegible] with [illegible] 1 1/2" minimum asphaltic concrete pavement. [illegible] be the county, it is decided that [illegible] position [illegible] laying the asphaltic concrete. This will be encountered [illegible] [illegible] the [illegible] time of the contract. The [illegible] suggested that the [illegible] engineer in removing [illegible] asphaltic concrete [illegible] from the contract and [illegible] the work to be done by county forces next year [illegible] [illegible] [illegible] [illegible]. Approval was [illegible]

[illegible]

[illegible] [illegible] [illegible] [

RECEIVED
NOV 16 1965
FOR FILING

ER-157(1)

6719

November 16, 1965

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Underwood and Richards Construction Co.
P. O. Box 1050
Bend, Oregon

Gentlemen:

Attached is your Cashier's Check No. 29232 in the amount of $1,900.00 that was submitted as a proposal guaranty with your low bid for the Phillips Creek Bridge Project in Union County, on which bids were received September 24, 1965.

As you have executed the contract and bond, we are now returning your proposal guaranty.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment

cc C. H. Maison
Attn: John Herr
CWH:jf:fkn

RECEIVED
DEC 3 1965
FOR FILING
ER-157(1)

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent ... project a... funds are ... Date OCT 29 1965

U.S. Bureau of Public Roads

Project Name Phillips Creek Bridge Date November 3, 1965

Highway Summerville - Weston Road, FAS 795 Contract No. 6719

County Union Prefix 531-1060

Contractor Underwood & Richards Construction Co. F. A. Project No. ER-157(1)

Address P.O. Box 1050, Bend, Oregon Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove approximately 30 c.y. of overburden and excavate three (3) feet into rock at two locations then imbed two steel H piling in concrete. Equipment rental rates shall be in accordance with the State - A.G.C. agreement and percentages allowable to the contractor in accordance with the special provisions of this contract. Work was started November 3, 1965. Advance approval obtained 11-2-65 by telephone from Mr. I. D. Merchant.

Location by station numbers:

11+30

Estimate of quantities and cost:

Equipment	$137.00
Materials	58.50
Labor	132.90
Contractor's Percentage	49.26
	$377.66

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor was unable to drive piling per plan, Bedrock was encountered at approximately streambed elevation in two locations. These two piling are being concreted three feet into solid rock.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$30,015.00
Present estimate of project cost, including $377.66 for work under this order	$30,015.00
Expected under-run amount	-0-
Expected over-run per cent	-0-

Space to right of this line is for use of Salem Office

Submitted by: /s/ George N. Hopkins, Resident Engineer

Approval Recommended: /s/ A. A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ A. F. Parson, Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

young 12.3

RECEIVED
NOV 3 - 1965
FOR FILING

6719

November 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on Oct. 26, 1965, on Contract No. 6719, Phillips Creek Bridge Section, in Union County, in connection with Federal-Aid Project No. ER-157(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:bb

RECEIVED
NOV 3 - 1965
FOR FILING

FR-157(1)

6719

Salem, Oregon
October 28, 1965

Memo to the Files

Contract No. 6719
Underwood & Richards Const. Co.

Today Bruce Walton from Office Engineering brought us seven copies of corrected Contract No. 6719 awarded to Underwood & Richards Construction Company for construction of the Phillips Creek Bridge in Union County.

He said that through an error in assembling the original contract that special provisions from an earlier design structure had erroneously been included. The corrected copies will be sent to the contractor for execution with a letter of explanation.

I also talked to Owen Turner who assured me that the special provisions and other material contained in the corrected copies of the contract conformed with the proposal that the contractor used in bidding.

The fly leaf included in the corrected contracts had stamped on it the word "Revised". This sheet was removed and a fly leaf inserted containing the words "Corrected Copy".

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:jf

NOTED
C. W. HEAD

RECEIVED
OCT 20 1965

FOR FILE

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-157(1)
Phillips Creek Bridge
Structure

As requested in Mr. Young's letter of October 11, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 7, 1965 in the award of contract No. 6719 to Underwood & Richards Construction Co., of Bend, Oregon, low bidder in the amount of $26,680.00 at the September 24, 1965 bid opening.

Young 10-20-65

RECEIVED
OCT 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965
FOR FILING

EH-157(1)

6 11 1

October 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 5, 1965 is required in the award of contract for the Phillips Creek Bridge, Project No. EH-157(1).

The contractor receiving the award is Underwood and Richards Construction in the amount of $26,680.00 with the Contract No. 6719 assigned. This bid was received on September 24, 1965 and awarded October 7, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARsar

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

..IGHWAY DEPARTMENT INVOICE

NO. 85870

DATE	BILLING REQ. NO.	YOUR ORDER NO.
~~10-6-65~~	CC 693	

CREDIT DISTRIBUTION

531-1060-297

NOTED
RICHARD UNREIN

•
• Union County
• Courthouse
• La Grande, Oregon

NOTED
P. B. Arensmeier

NOTED
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Att: County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			6,000.00
Partial transfer of advance deposit for the Phillips Creek Bridge, FAS 795. Covered by agreement dated 4-20-65.			4,000.00
To be retained			2,000.00

RECEIVED
OCT 11 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By .....

NOTED
R. H. PRANGE

RECEIVED
NOV 30 1965
FOR FILING
EA-157(1)
6719

October 7, 1965

Underwood & Richards Construction Co.
P. O. Box 1030
Bend, Oregon

Gentlemen:

The State Highway Commission on September 28, 1965, accepted your proposal for the Phillips Creek Bridge on the Summerville-Imbler Road in Union County for the sum of $36,640 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6719.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Hurd, Assistant Secretary

cs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (HIAC)
I. D. Merchant

NOTED
FLOYD QUERY

RECEIVED
OCT 11 1965

Form CB-12
(11-63)
(Pres. by
A.O. 206-[illegible])

UNITED STATES GOVERNMENT

Memorandum

ER-157 (1)

6719

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1965

In reply refer to: 08-35.EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-157(1), Phillips Creek Bridge

As requested in Mr. Young's September 30, 1965 letter, you hereby have our tentative concurrence in award of this project subject to the conditions of our September 9 authorization memorandum. This authority was granted by our Regional office as this project exceeded 10% of the engineer's estimate.

We will anticipate receipt of the usual concurrence in award request subsequent to your actual award.

NOTED
F. B. KLABOE

REFERRED TO
Young
By Asst. State Hwy. Engr.
10-8-65

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R N CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1965
FOR FILING
FR-157(1)
6711

September 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Phillips Creek Bridge, Project No. FR-157(1). Bids received on this project were in the amounts of $26,680 and $27,350. The low bid of $26,680 is 17.8 per cent over our $22,648 engineer's estimate.

The major portion of the overrun of the low bid is in the concrete. The major portion of overrun of the second bid is in the prestressed slabs. It is evident that the bids are unbalanced to a minor degree, but we feel we would not save any money by readvertising.

The present structure has been flood damaged and was flimsily repaired by county forces and is barely adequate. It is being used for logging and the county has placed a load limit on the structure, so any unjustifiable delay should be avoided. Therefore we feel it is in the public interest to award the contract at this time, even with the low bid being $4,000 over our estimate.

A favorable reply to award the contract at this time to the low bidder would be appreciated. Any further information requested will be furnished.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

cc: F. B. Klaboe
F. D. Morgan
R. M. Chase

September 27, 1965

NOTED
H. S. COX

Union County Court
Courthouse
La Grande, Oregon

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

Gentlemen:

On September 24, a satisfactory bid was received from Underwood & Richards of Bend for constructing the Phillips Creek Bridge Section of FAS 795. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

NOTED
R. H. PRANGE

Bid Items	$26,680.00
12-1/2% Engineering & Contingencies	3,335.00
Estimated Total Cost.....	$30,015.00

County Advance Deposit:

20% of $30,015.00 = $6,003.00 or say $ 6,000.00

Please make this advance deposit in the amount of $6,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

NOTED
V. R. JONES

RECEIVED
SEP 21 1965
FOR FILING
EN 157(1)
I
4719

September 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File No. 08-35.2-DA

Dear Sir:

Reply is made to your letter of September 1 concerning a less costly design for Oregon Project ER-157(1), Phillips Creek Bridge Structure.

This structure has been redesigned to a 30-foot prestressed slab span on steel pile bents. Bids are being called on the revised structure design to be received September 24, 1965.

Estimates of costs of the current design will be as stated in the P. S. & E. forwarded to you by another office in this department.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

IDM-CAG:jf jwa

RECEIVED
SEP 21 1965
FOR FILING
Ex. 1-7 (1)
E 719

MISC. CONTRACTS and
AGREEMENTS No. 2883

September, 10, 1965

Union County Court
Courthouse
LaGrande, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of an agreement covering the Phillips Creek Bridge Section of FAS 795 in Union County.

A copy of this agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed copy)

RECEIVED
OCT 1 1965

Form CO-121 (11-62) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-157(1)

6719

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1965

In reply refer to:
08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-157(1)
Phillips Cr. Bridge
Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' August 19, 1965 report, except for the following:

File No. 38140 - Union County Acquisition

It will be necessary that the above parcel be made available for occupancy and contractor's use prior to our concurrence in award.

Mr. Litchfield's August 25, 1965 Utility Status Report indicates that no utility adjustments are involved.

Attach.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-157(1)
Phillips Creek Bridge
Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are not approved. Authorization to advertise the project for bids as requested by Mr. Young's letter of this same date is withheld.

Further investigations should be made to determine the feasibility of utilizing a less costly design for the structure.

REFERRED TO
Edwards - Young
BY ASST. STATE HWY. ENGR.
9-3-65

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

9/21/65 Letting
Item 22

August 30, 1965
(date)

NOTED
RICHARD UNREIN

NOTE: This is duplicate of notice sent to you 7/29/65. Prompt reply is urgently requested.
HSC

Union County Court
Courthouse
La Grande, Oregon

NOTED
P. B. Arensmeier

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 795

Section Phillips Creek Bridge: Project ER-157(1), Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
V. R. JONES

Sept 8-1965
(date)

By L. Graham

By Bernal D. Hug
Commissioner

By R. W. Ackard
Commissioner

RECEIVED
SEP-7 1965
ENGINEER
COUNTY & CITY DIVISION

cc: L. H. Lang

RECEIVED
AUG 16 1965
ENGINEER
COUNTY & CITY DIVISION

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

August 16, 1965

08-35.4-BA

A. W. Parsons, Division Engineer
Salem, Oregon

By:
G. M. Brusher
District Engineer

Oregon Project ER-157(1)
Union County FAS Route 795
County Force Order No. 4

Mr. Young's letter of August 5, 1965 furnished copies of subject Union County Force Order covering permanent restoration work of subject ER project. This letter ratifies in writing our August 2, 1965 tentative oral advance authorization to proceed with the proposed work on FAS 795.

We have approved the use of County force account procedures by use of labor, materials and equipment furnished by the County and under its direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The County owns or has under prior lease agreement sufficient available equipment and does not have to rent or purchase substantially more to perform the permanent restoration work expeditiously.

2. The project involves only local materials available in sufficient quantity or culvert pipe, bituminous material and aggregate in stock or obtainable without delay from commercial sources for placement by county personnel.

Requirements for development of agreed unit prices are being waived due to emergency conditions with participation in costs to be determined on an actual cost basis. Equipment rental rates must be supported by the County's accounting records or be based on some alternative rates which must be supported and specifically approved by this office. Such rates also will be applicable to any equipment which may have been previously leased for the County's normal operations and not specifically obtained for the permanent restoration work involved herein.

A signed copy of the approved order is returned herewith.

Though County force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection

with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PRM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished. Such procedures will be necessary since you are not relieved of responsibility for construction even though direct control of the work is under County supervision. Expeditious channels and procedures for obtaining approval of such actions already established for regular construction may be utilized if you so desire.

Attach.

cc:
Region (4)
HSCox, OSRD

UNION COUNTY
CFO 44

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date AUG 2 1965 By Original signed by G. R. Brooks
Title Engineer
U.S. Bureau of Public Roads

ORDER FOR FORCE WORK
PERFORMED BY COUNTY FORCES

Order No. 4

F. A. Project No. ER-157(1), Item 101 Date July 28, 1965

Highway FAS 795

County Union Prefix _____ Account No. _____

Description of Work To Be Done:

Construction of Phillips Creek Bridge approaches upon completion of ER contract.

Embankment in place.
Rock surfacing.
Asphaltic concrete wearing surface.

Estimate of Quantities and Costs:

Labor	All required		$1,000
Equipment	"	"	1,000
Material	"	"	2,500
			$4,500

Explanation:

County has adequate equipment and personnel to perform the work with county forces more feasibly and economically than by contract.

Submitted by: L. Graham
Co Judge

Approved: W. S. Ca

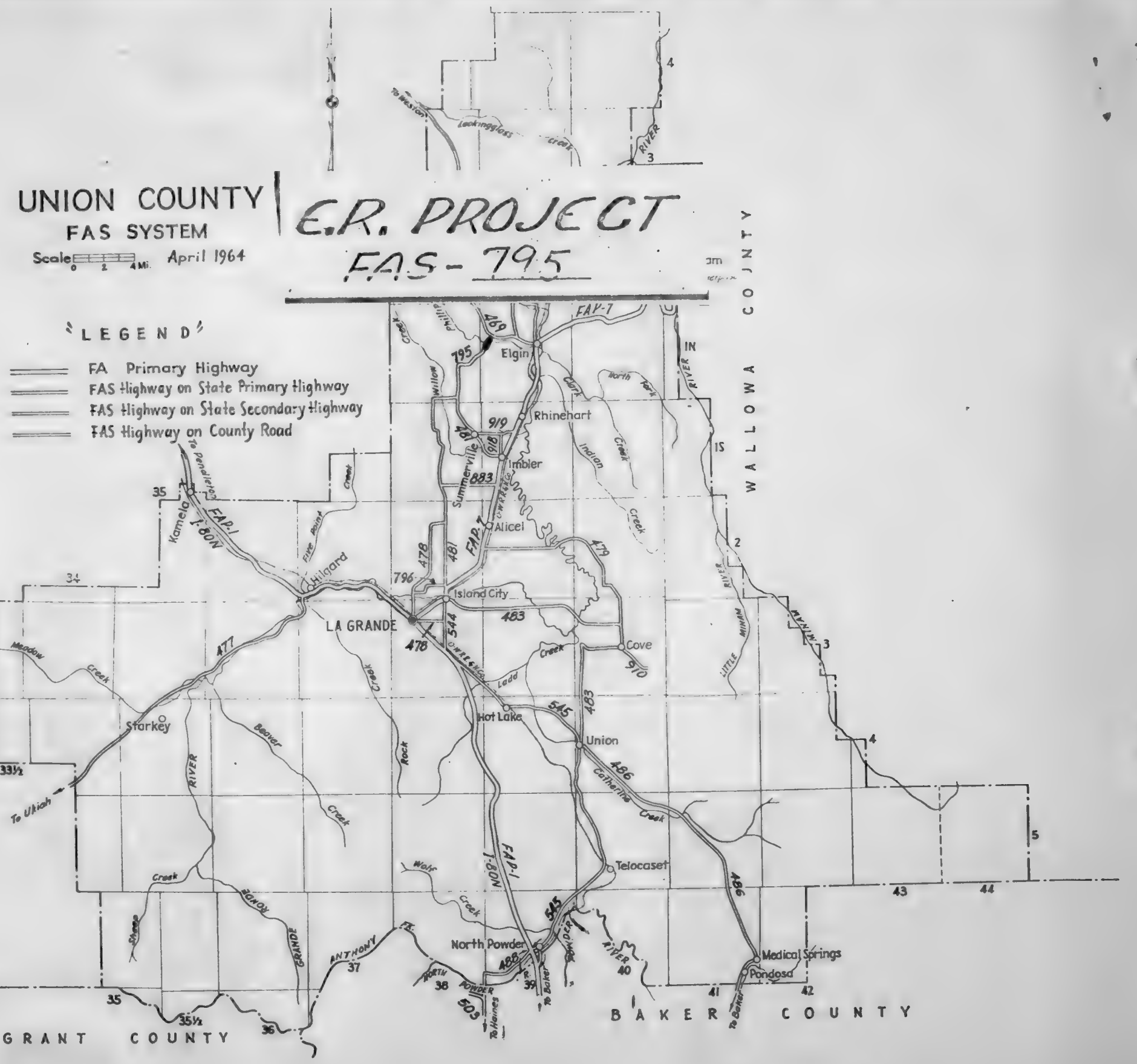
UNION COUNTY
FAS SYSTEM

Scale 0 2 4 Mi. April 1964

E.R. PROJECT
FAS-795

'LEGEND'

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



E.R. PROJECT
FAS-795

SHEET 1 OF 3 MAP SHEETS AND 1

UNION COUNTY

8-5-65

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: County and City Relations Division

Subject: Federal Aid Project No. ER-157(1)

Highway No. FAS 795

Project Name Phillips Creek Bridge

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. ~~We hereby certify that all displaced persons have been tendered all assistence possible and given all available information to assist in re-establishment in residence, farm, or business.~~

Dated at La Grande, Oregon, this 5 day of August, 1965.

Union County Court

E. Graham
Judge

Bernard D. Hug
Commissioner

Commissioner

RECEIVED
SEP 15 1965
ENGINEER
COUNTY & CITY DIVISION

*NOTE: Certify either paragraph 2 or 3.

9/21/65 Letting
Item 25

orig

July 29, 1965
(date)

NOTED
RICHARD UNREIN

Duplicate received

Union County Court
Courthouse
La Grande, Oregon

ED
Arensmeier

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
[illegible]

Highway FAS 795

Section Phillips Creek Bridge: Project ER-157(1), Structure.

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

NOTED
V. R. [illegible]

Aug 4, 1965
(date)

By C. Graham

By Bernal D. Hug
Commissioner

By R. W. Leonard
Commissioner

RECEIVED
SEP 15 [illegible]
ENGINEER
COUNTY & CITY DIVISION

ER

NOTED
H. S. COX

NOTED
RICHARD UNREIN

July 19, 1965

Union County Court
Courthouse
La Grande, Oregon

NOTED
R. H. PRANGE

NOTED
DON HARWELL

FAS 795
Phillips Creek Bridge
ER-157(1)
File 38140

NOTED
P. B. Arensmeier

Gentlemen:

Enclosed you will find one original option form in triplicate covering right of way to be acquired by Union County in connection with an ER project at the Phillips Creek Bridge.

Also enclosed are four prints of a map from Drawing 4B-26-11 covering this area and bearing our date of July 13, 1965.

File No.	Name	Area
38140	Clyde E. & Lydia P. Leonard	0.09 acre

Also, we are enclosing two copies of form for certification of your acquisition of the right of way. As this bridge is scheduled to be let on September 21, one signed copy of the certificate must be received in this office not later than August 20.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm
Enclosures

NOTED
V R JONES

FAS 795

(ER)

FORM E-20 50M 11-61 40220

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1965

To: Mr. H. S. Cox
County & City Engineer
State Highway Building

SUBJECT: File 38140
Phillips Creek Bridge
Union County

RECEIVED
JUL 16 1965
ENGINEER
COUNTY & CITY DIVISION

Attached you will fine one (1) original option form in quadruplet covering right of way to be acquired by Union County in connection with an ER Project at the Phillips Creek Bridge.

Enclosed for your information is a copy of the Authorization list and Mr. Barbee's letter of July 9, 1965.

We are attaching five (5) prints of map from Drawing 4B-26-11 covering this area and bearing our date of July 13, 1965.

File No.	Name	Area
38140	Clyde E. & Lydia P. Leonard	0.09 Acre

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AE/jg
Attach: 1 Set Options, etc.

cc: D. H. Moehring
A. F. Parson (2)
K. A. Chatwood

To County 7-19-65
V.S.
Also R/W ext.

Form E-300—4M—7-61

File No. 38140

REAL ESTATE OPTION

Grantor Clyde E. and Lydia P. Leonard Mail Address .....

..... Agent .....

Section Phillips Creek Bridge County Road .....

Purpose Right of Way Desc. Checked by HR 7-9-65 AB-26-11

IN CONSIDERATION OF the surveys and plans that have been and will be made and the purpose of

Union County, a political subdivision of the State of Oregon, to construct, reconstruct, improve, maintain, supervise, and/or repair the portion or portions, of the highways of the County for which the real property hereinafter described is or may be necessary or desirable, and in consideration of benefits that will enure thereby to other real property owned by us, we, the undersigned, hereby give and grant to said County, upon the terms and conditions hereinafter stated, the option to buy the following described real estate, to-wit:

A parcel of land lying in the NW¼SE¼ of Section 18, Township 1 North, Range 39 East, W. M., Union County, Oregon; the said parcel being that portion of said NW¼SE¼, lying Southerly of the Weston-Elgin Highway and Westerly of the County Road leading from the Weston-Elgin Highway to Summerville.

The parcel of land to which this description applies contains 0.09 acre outside of the existing right of way.

mm/rw

Said County shall have the irrevocable right to elect to purchase under this option at any time within ..... months from date hereof, and we agree to execute to said County, thereupon, a good warranty deed to said real estate, and to convey the same free from all outstanding liens or encumbrances, *including taxes due and payable during the fiscal tax year in which the deed for the said real estate is made, executed, and delivered, or, if possession is taken prior thereto, then during the fiscal tax year in which possession is taken,* and also free from all rights of lessees, tenants, or other persons claiming rights of possession or occupancy of the premises, or usufruct therefrom. Upon notice of the acceptance of this option we agree to give immediate notice to vacate to all persons in possession, or otherwise occupying the premises. It is specially understood and agreed that the property herein agreed to be conveyed shall, unless stated to the contrary herein, include all buildings, fixtures, emblements and appurtenances to the land. It is further understood and agreed that we will furnish, without cost to the County, good and merchantable title, in a form satisfactory to the County, as a condition precedent to the making of compensation. Upon the execution and delivery of said deed, and the clearing of title satisfactory to the County, the undersigned, in the usual course and through the usual channels of auditing claims against the County, shall be paid the sum of ..... DOLLARS

($.....) (of which $..... is fencing allowance) as full payment of the purchase price of said real estate, including all damages, if any there be, by reason of the taking and use thereof, except that in addition to said purchase price the County shall do the following things, or allow compensation for the doing thereof, as the case may be, and it is expressly understood that the County shall not be obligated further than in this option expressly stated:

In the event that buildings, or other things, are to be moved and the County should call for price quotations for said work, we agree to accept the amount of the lowest price quotation acceptable to the County for such work, to enter into a contract with the maker of the said lowest price quotation covering said work, and to supervise the carrying on thereof. If, in lieu thereof, we should elect to destroy or otherwise dispose of the said structures, or other things, or should we elect to allow the structures, or other things, outside of the limits of the lands to be conveyed and for which an allowance for moving has been made, to remain in their existing locations, or should we elect to give the work to someone other than the one submitting the lowest price quotation, then we agree that a deduction shall be made, and retained by County, from the amount to be allowed by County for said work in accordance with the following schedule: $1.00 to $1,000.00, a deduction of $25.00; over $1,000.00 to $2,000.00, a deduction of $30.00; over $2,000.00 to $3,000.00, a deduction of $35.00; over $3,000.00 to $4,000.00, a deduction of $40.00; over $4,000.00 to $5,000.00, a deduction of $45.00; and over $5,000.00 a lump sum deduction of $50.00. In the event that any building, buildings or other item or items proposed to be moved should be destroyed or damaged, through no fault of the County, before moving, to an extent sufficient to render the same unusable, the County shall not be obligated to make payment for the cost of moving or reestablishing the same.

All fencing constructed or moved or caused to be constructed or moved by the County shall thereupon remain or become our property and thereafter shall be maintained, repaired, and reconstructed by us or our successors in interest. In the event that a cash allowance is made for the construction of new fencing or the moving of existing fencing, then we agree to construct promptly or move fencing, as the case may be, and thereafter the same shall be maintained, repaired and reconstructed by us or our successors in interest. County may withhold that part of the cash consideration representing the cost of fencing until such time as the fence is constructed or moved.

In the event that this option is exercised, we, the undersigned, agree to remove promptly from within the limits of the real property herein covered the following items and/or to do the following things, at our own cost and expense and as part of the purchase price hereinabove stated:

We further agree neither to sell nor encumber the said real estate during the term of this option. In the event that any buildings, fixtures, appurtenances, or other things are to pass to and become the property of the County in connection with the real property, herein covered, we agree to keep the same in good condition without waste, damage or destruction.

The County shall have the right to enter upon and take possession of the said property upon the execution and delivery of this option, but entry upon said premises for the purpose of inspection or survey or any slight or inadvertent entry without material damage or injury to the realty, or without the exercise of dominion thereover to the exclusion of the undersigned, shall not be construed as a final election to close this option. All claims for damages, injury, or loss on account of failure to close this option are, hereby, expressly waived. **That no statements, expressions of opinion, representations or agreements of any nature whatsoever, not herein expressly stated, made by any representative or agent of said County shall be binding on, or of any effect against, the County.**

The undersigned owner expressly acknowledges that all items of damages, all sums of money to be paid, and all things to be done by the County in the event this offer is accepted and the option exercised by the County are included in this option.

Dated this ..... day of ....., 19.....

Witnesses: ..... (SEAL)

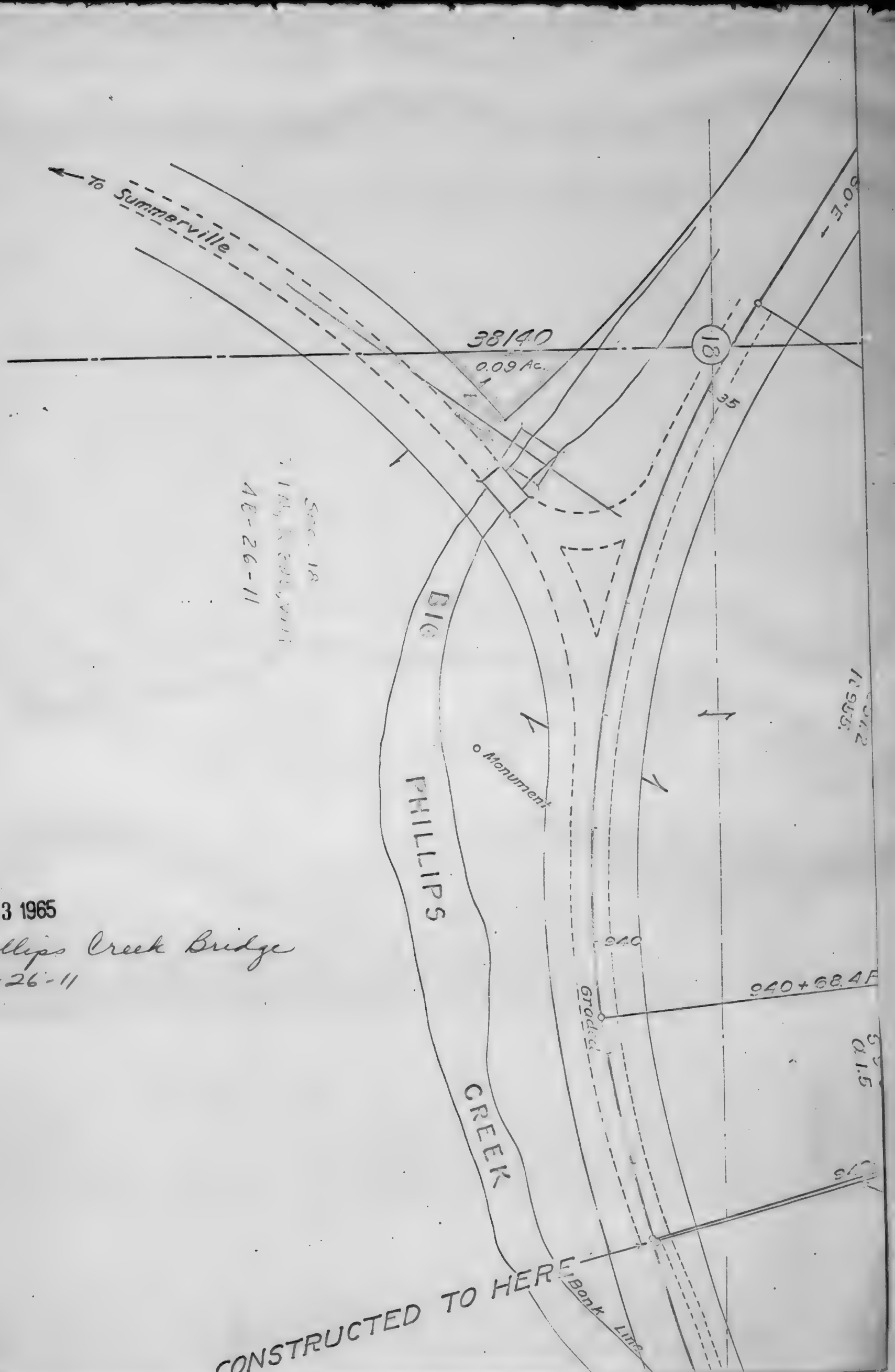
.... (SEAL)

.... (SEAL)

..... (SEAL)

SCHEDULE OF MOVING WORK

State Printing 37426



JUL 13 1965

Phillips Creek Bridge
4B-26-11

FORM E-30X—50M—1-66 SP*6418-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 9, 1965

To:
Mr. D. H. Moehring
Right of Way Engineer
Office

SUBJECT:
Phillips Creek Bridge
Section
County Road
Union County

RECEIVED
JUL 16 1965
ENGINEER
COUNTY & CITY DIVISION

Attached is a description, an authorization, and 9 prints covering Right of Way required for the subject ER project which Union County is to acquire.

Frank D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Assistant Construction Engineer

Attach.

FOS:hc

cc: Mr. H. S. Cox

NOTED
V. R. JONES

NOTED
H. S. COX

Salem, Oregon
May 14, 1965

Proposed County HR Project
FAS 795
Union County

Mr. A. F. Parson
Division Engineer
P. O. Box 850
La Grande, Oregon

NOTED
R. H. PRANGE

NOTED
P. B. Arensmeier

The County requests that the bridge over Phillips Creek on the Summerville-Weston Road be replaced using HR funds. The bridge is to be on alignment slightly upstream from the present structure. It will be approximately 80 feet long and the County has requested a width of 28 feet.

This project was recommended by the Bureau of Public Roads Area Engineer and the restoration work in Union County was approved by the Highway Commission on March 11. A survey for the vicinity map will be required. The short section of roadway and approaches will be constructed by county forces.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:eb

cc: F. D. Morgan
Ivan Marchant
J. E. Marelock
F. W. Yarbrough
R. H. Chase

NOTED
V. R. JONES

BRIDGE PROJECT REQUESTED BY Union COUNTY Date 5-11-65

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? ___Yes X No E.R.

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Summerville - Weston.

   FAS Number 795

2. Name of river or stream Phillips Creek

3. Name of bridge Phillips Creek Bridge

4. Location (Please attach map with location marked):

   Section 18 Township 1N Range 39 E W.M.

5. Desired width of bridge 28'

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes X No

    If "Yes," explain type desired:

11. Will County furnish any materials for bridge? ___Yes ___No

    Explain:

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? ___Yes _X_No

17. Will detour be required? ___Yes _X_No

18. Will detour be constructed and maintained by County? ___Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes ___No

20. Will County construct approaches or connections? _X_Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes _X_No

22. State width of traveled roadway: 20 Width of shoulders: 4

23. Will additional right-of-way be required? _X_Yes ___No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed _X_, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? _X_Yes ___No

26. Will old bridge remain in place? ___Yes _X_No

27. Will old bridge be removed by contractor? ___Yes _X_No

28. Will old bridge be removed by County? _X_Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes _X_No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? _X_Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? _X_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _X_No

33. Does County wish complete job of illumination in project? ___Yes _X_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __X__No Size_____

(b) Sanitary sewer mains: ___Yes __X__No Size_____

(c) Storm sewer: ___Yes __X__No Size_____

(d) Gas mains: ___Yes __X__No Size_____

(e) Power lines: ___Yes __X__No

(f) Telephone lines: ___Yes __X__No

(g) Other utilities? _____

35. What is desired date for letting? _____

Remarks_____

_____

_____

_____

By Union County, Oregon

By E. Graham

County Judge

5-11-65

5-11-65
Looking South on
Summerville Rd.
Approx 78' from Hwy &
to Creek Bank.
Deck Elev on north
End Br. could be 4½' above
Ground. (Depth of Beams + Deck)
FAS-795 ER

5-11-65
Looking East. (Downstream)
Showing how Channel
may be widened on
Northerly End of Bridge.
FAS 795 E.R.

5-11-65 E E 60 #7

Looking West (upstream)
Channel widening

5-11-65
Present Bridge approach
in foreground. Can be removed
to widen Streambed.

Looking South. 5-11-65
Approx 75' from Top of
bank to Top of Bank.
Bank to Streambed 7'-8'
FAS-795 ER.
Streambed — Gravel.

FR-149(3) N. Jeff. Int.-N. Albany Int. 1965
Sec., Pacific Hwy.
6720 (Intermittent fencing)

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-53		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6 6710		Linn and Marion
		PROJECT NO. ER-149(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Talbot Road Interchange-Lane Co. Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	Initial Auth. 12-22-64 Addt'l Auth. 9-2-65	37.85
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$151,121.00	$ 95,883.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. A. Kabe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer JAN 5 1966

Oregon State Highway Department

Federal Aid
Project No. ER-149(3)

TALBOT ROAD INTERCHANGE-LANE CO. LINE SECTION OF THE

PACIFIC HIGHWAY IN LINN AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, State Force orders, price agreements and temporary repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 27, 1965

Type Code Y102
N. Jefferson Int.-N. Albany Int. (Fencing)(Sta. 527+36.5 to Sta. 1015+61)
(Contract No. 6720)

Type 2 Fence	700 rods	$ 10.50	$ 7,350.00
Type 3 Fence	100 rods	33.00	3,300.00
Salvage Type 2 Fence	14 rods	5.00	70.00
Type 2 Fence-Salvaged	14 rods	10.00	140.00
20' Type 2 Double Gates	5 only	200.00	1,000.00
Modified posts	18 only	30.00	540.00
			$12,400.00
Flagging (5 7/8% of Contractor's Cost)	All Required		100.00
		Subtotal	$12,500.00
		Engr. & Cont.	1,250.00
		Total	$13,750.00

Type Code Y007
Culvert Installation (M.P. 66.1)(Solicited Contract)

48-inch Pipe (280 lin.ft.)	All Required	$14,086.50
	Subtotal	$14,086.50
	Engr. & Cont.	1,408.50
	Total	$15,495.00

Type Code 6201
Grade and Pave (M.P. 65.8 to M.P. 66.2)(Solicited Contract)

Motor Grader	56 hrs.	$ 13.00	$ 728.00
Tractor with Dozer	64 hrs.	20.00	1,280.00
Rubber-Tired Roller	56 hrs.	12.95	725.20
Front End Loader, Track Type	32 hrs.	16.00	512.00

Dump Truck, 10 cu.yd.	240 hrs.	$ 12.00	$ 2,880.00
Pickup, 1/2 ton	80 hrs.	2.00	160.00
Air Compresser	8 hrs.	4.00	32.00
Air Tamper	16 hrs.	1.00	16.00
Low Boy, 30-ton	5 hrs.	15.00	75.00
Foreman	80 hrs.	6.25	500.00
Laborers	240 hrs.	4.25	1,020.00
Move in and out	All Required		100.00
Embankment Material	3,000 cu.yds.	0.80	2,400.00
18-inch Concrete Pipe	20 lin.ft.	2.30	46.00
1½"-0 Crushed Base Material	1,050 cu.yd.	2.00	2,100.00
3/4"-0 Crushed Base Material	220 cu.yd.	2.25	495.00
Asphalt Concrete	600 tons	6.90	4,140.00
RS-1 Asphalt	1 ton	100.00	100.00
			$17,309.20
P.A. 1, D-7 Cat with Dozer	17.5 hrs.	4.30	$ (75.25)
P.A. 2, Backhoe 5/8 cu.yd.	16 hrs.	15.00	240.00
			$ 164.75
	Subtotal		$17,473.95
	Engr. & Cont.		1,747.05
	Total		$19,221.00

Type Code Y007
Santiam River Overflow Revetment (#8121A) (M.P. 6007) (Contract No. 6721)

Furnish 10BP42 Steel Piling	1,710 lin.ft.	6.00	$10,260.00
Drive Steel Piles	38 only	200.00	7,600.00
Splice Steel Piles	5 only	40.00	200.00
Structural Steel	All Required		2,500.00
Treated Timber in Place	8 M-FBM	500.00	4,000.00
Rock Blanket	320 cu.yd.	8.00	2,560.00
			$27,120.00
Painting Steel (State Force)	All Required		200.00
	Subtotal		$27,320.00
	Engr. & Cont.		2,732.00
	Total		$30,052.00

Type Code Y006
Permanent Flood Restoration (M.P. 60.07 to M.P. 80.30)

State Force Order #2	All Required	$ 8,400.00

State Force Order #5, Revised	All Required	$ 32,000.00
	Subtotal	$ 40,400.00
	Engr. & Cont.	4,040.00
	Total	$ 44,440.00

Type Code Y006
Temporary Flood Repair (M.P. 60.00 to M.P. 97.85)

Negotiated equipment, labor & materials	All Required	$ 6,029.80
State Force Equipment, Labor and materials	All Required	19,573.32
	Subtotal	$ 25,603.12
	Engr. & Cont.	2,559.88
	Total	$ 28,163.00

Length of project - - - - - - - - - - - - -37.35 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
N. Jefferson Int.-N. Albany	$ 13,750.00	$ 8,724.00	$ 5,026.00
Culvert Installation	15,495.00	9,831.00	5,664.00
Grade and Pave	19,221.00	12,195.00	7,026.00
Santiam Revetment	30,052.00	19,067.00	10,985.00
Permanent Flood Restoration	44,440.00	28,197.00	16,243.00
Temporary Flood Repair	28,163.00	17,869.00	10,294.00
	$151,121.00	$95,883.00	$55,238.00

State funds for const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State funds for maint.: Chap. 529, laws 1939.

Prefix: 22-4714-141 D2, 22-4729, 24-4739, 24-1067, 24-1068, 22-4414, 22-4429, 24-4439, 22-4514, 22-4529, 24-4539

No Phase 1 Report was submitted for this project. The negotiated equipment, labor and materials was derived from equipment rental agreements and paid bills. The State Force equipment, labor and materials was derived from charges on the cost books which is the most accurate information we have at this time. DMS office charges are not included in this estimate.

Oregon State Highway Department

Federal Aid
Project No. ER-149(3)

MURDER CR.-TRUAX CR. SECTION OF THE

PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 13, 1965

Type Code X102
N. Jefferson Int.-N. Albany Int. (Fencing)(Sta. 527/36.5 to Sta. 1015/61)

Type 2 Fence	700 rods	10.00	$ 7,000.00
Type 3 Fence	100 rods	20.00	2,000.00
Salvage Type 2 Fence	14 rods	5.00	70.00
Type 2 Fence-Salvaged	14 rods	5.00	70.00
20' Type 2 Double Gates	5 only	125.00	625.00
Modified Posts	18 only	25.00	450.00
			$10,215.00
Flagging (57½¢ of Contractor's Cost)	All Required		100.00
		Subtotal	$10,315.00
	10% Engr. & Cont.		1,031.00
		Total	$11,346.00

Length of Project - - - - - - - - - - - 0.000 mile

Type Code X007
Culvert Installation (MP 66.1)(Solicited Contract)

48-inch Pipe (220 lin.ft.)	All Required		$14,086.50
		Subtotal	$14,086.50
	10% Engr. & Cont.		1,408.50
		Total	$15,495.00

Type Code 6201
Grade & Pave (MP 65.8 to MP 66.2)(Solicited Contract)

Motor Grader	56 hours	13.00	$ 728.00
Tractor with Dozer	64 hours	20.00	1,280.00
Rubber-Tired Roller	56 hours	12.95	725.20
Front End Loader, Track Type	32 hours	16.00	512.00
Dump Truck, 10 c.y.	240 hours	12.00	2,880.00
Pickup, ½ Ton	80 hours	2.00	160.00
Air Compressor	8 hours	4.00	32.00
Air Tamper	16 hours	1.00	16.00
Low Bdy, 30 Ton	5 hours	15.00	75.00
Foreman	80 hours	6.25	500.00
Laborers	240 hours	4.25	1,020.00
Move In and Out	All Required		100.00
Embankment Material	3,000 cu.yd.	0.80	2,400.00

18-inch Concrete Pipe	20 lin.ft.	2.30	$ 46.00
1½" - 0 Crushed Base Material	1,050 cu.yd.	2.00	2,100.00
3/4" - 0 Crushed Base Material	220 cu.yd.	2.25	495.00
Asphalt Concrete	600 tons	6.90	4,140.00
HS-1 Asphalt	1 ton	100.00	100.00
			$17,309.20
PA 1 Backhoe 5/8 - c.y.	16 hours	15.00	240.00
PA 2 D7 Cat with Dozer	17.5 hours	15.70	274.75
		Subtotal	$17,823.95
	10% Engr. & Cont.		1,782.05
		Total	$19,606.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
N. Jefferson Int.-N. Albany	$11,346.00	$ 7,199.00	$ 4,147.00
Culvert Installation	15,495.00	9,831.00	5,664.00
Grade and Pave	19,606.00	12,440.00	7,166.00
Subtotal	$46,447.00	$29,470.00	$16,977.00
Retained in Authorized Fund Status			
Temporary and Permanent work not covered by this estimate.	31,553.00	19,930.00	11,623.00
Total	$78,000.00	$49,400.00	$28,600.00

Prefix 22-4714-141 D2

RECEIVED
JAN 3 - 1966

FOR FILING
ER-149(3)
6720

January 3, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6720 awarded to J. C. Denton and Sons, Inc., for intermittent fencing on North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties was completed on November 27, 1965, and accepted by the Highway Commission on December 31, 1965.

Final payment in the amount of $680.00 will be released to the contractor after January 10, 1966. The total contract amount is $10,686.74 including $9.94 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc J. C. Denton & Sons, Inc.
Route 1, Box 1270
Beaverton, Oregon 97005

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1965
FOR FILING
ER-149(3)
6720

December 31, 1965

Oregon State Highway Commission

Gentlemen:

Work was completed November 27, 1965 on Contract No. 6720. The contract was with J. C. Denton & Sons, Inc., and was for intermittent fencing on the North Jefferson Interchange-North Albany Interchange Section of Pacific Highway in Marion and Linn Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 31, 1965, and that you concur in this procedure at the Commission meeting on January 25, 1966.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

mc

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

RECEIVED
DEC 22 1965
FOR FILES

ER-149(3)

Form CD-121 (11-63) (Prev. Ed. A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: December 20, 1965

In reply refer to: 08-35.1

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-149(3)
N. Jefferson Interchange - N. Albany Interchange Section
Pacific Highway
State Force Order No. 1

Mr. Young's letter of December 1, 1965 furnished copies of subject State force order covering construction of Type 2 fence from Station 677+80 to 687+70 on right of subject ER project. This letter confirms our November 24, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $175.00 with Federal participation of $105.00.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
Young w/ encl
BY ASST. STATE HWY. ENGR.
12-21-65

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SM

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No.

Project Name N. Jefferson Int.-N. Albany Int. Date November 15

Highway Pacific Contract No. 6720 F. A. Project No. ER-14[illegible]

County Marion & Linn Prefix 24-1067 Account No. 264-01

Description of Work To Be Done:

Construct 15.78 rods of Type 2 fence right of Sta. 677+80 to Sta. 680+70.

Location by Station Numbers:

677+80 to 680+70 Rt.

Estimate of Quantities and Costs:

Equip.	$ 25.00	Reduction on contract bid Item 1
Labor	100.00	15.78 rods Type 2 fence @ $10.50
Materials	50.00	$184.59
Total	$175.00	

Explanation:

This 15.78 rods of fencing could not be completed by the contractor due to work on the revetment being performed under Contract 6721.
No work performed to date.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 14,062.50
Present estimate of project cost, including $ 175.00 for work under this order	$ 14,062.50
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ H. N. Hoover — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst. — Division Engineer

Approved: /s/ L. H. Young — Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
JAN 13 1966
FOR FILING
Fa 149 (3)
6720

December 15, 1965

J.C. Denton & Sons, Inc.
Route 1, Box 1270
Beaverton, Oregon 97005

#15

Gentlemen:

The State Highway Commission at its meeting on December 14 considered your request for an extension of the specified completion date from November 15 to December 15, 1965, to complete Contract No. 6720 for intermittent fencing on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to November 17, 1965, without assessment of liquidated damages.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

lhm
cc R. D. Asbury
H. H. Hoover
F. D. Morgan
L. H. Young
C. H. Matson
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6720 Contractor J. C. Denton & Sons, Inc.

Highway Pacific

Section N. Jefferson Interchange-N. Albany Interchange

Kind of Work Intermittent Fencing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED* The reasons for such recommendation are as follows:

was submitted to 22 days after bids were received

The contract ~~did not reach~~ the contractor ~~until nearly 25 days after award~~ whereas the contract only allows 20 days for this purpose. A 2-day extension from November 15 to November 17 is, therefore, recommended.

*But only in the amount of 2 days.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6720
Project designation	ER-149 (3) State-Federal
Date awarded	Oct. 8, 1965
Work started	Nov. 2, 1965
Per cent completed	100 Nov. 27, 1965 Date
Specified Complete Date	Nov. 15, 1965
Previously Extended to	0
Extension requested to	Nov. 17, 1965

State Printing 27029

E—320 (Rev.)—8M—5-60

OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 1965
H N HOOVER
RES. ENGR.

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 29, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11-15-65 ~~xdays~~ to 12-15-65 ~~xxx~~ days, within which to complete our Contract No. 6720, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in making award and delay in executing contracting and giving proceed order.

Respectfully submitted,

J. C. DENTON & SONS, INC.
Contractor

By A. W. Denton
A. W. Denton, Secretary-Treasurer

CONSENT OF SURETY

Date October 29, 1965, 19

We, UNITED PACIFIC INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By
L. W. Neff Attorney-in-fact
MANSFIELD & CO.
By
Resident Agent

(SEAL)

Form CD-121
(11-63)
(Prss. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 26, 1965

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. M. Arenz
Acting Division
Engineer

SUBJECT: Oregon Project ER-149(3)
North Jefferson Interchange - North Albany Interchange
Pacific Highway
Request for Time Extension

We have reviewed information contained in your letter dated November 19, 1965, subject as above, and concur in extending completion date to November 17, 1965.

RECEIVED
NOV 29 1965
STATE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-90 80M 2-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 18, 1965

SUBJECT:

To:
Mr. F. B. Klaboe
Asst. State Highway Engineer
B U I L D I N G

Extension of Time
North Jefferson Interchange-
North Albany Interchange
Pacific Highway
Contract No. 6720

Attached is a request from J. C. Denton & Sons, Inc., contractor on the subject contract for an extension of the specified completion date from November 15, 1965 to December 15, 1965 without the assessment of liquidated damages. The contractor's request is based on a delay in award of the contract and delay in executing the contract.

This project is controlled by the 1964 Standard Specifications which allow time extensions based on a delay greater than 20 days between the date on which bids are received and the date the contract and bond are submitted to the contractor for execution. Bids for this project were received on September 24, 1965 and while the formal date of award was October 8, 1965, the contract and bond were not mailed to the contractor until October 15, 1965. This is 22 days after the date bids were received and justifies a 2 day extension.

The anticipated completion date for this contract is November 26, 1965. This is ~~9~~ 11 calendar days beyond the specified completion date of November 15, 1965 and amounts to ~~$270.00~~ $330.00 in liquidated damages based on the penalty rate of $30.00 per day. Based on the reason cited above, we recommend that the specified completion date be extended to November 17, 1965. This will reduce the liquidated damages by $60.00, leaving an anticipated ~~$210.00~~ $270.00 outstanding.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reason for

granting this 2 day extension is valid and will recommend concurrence when the matter is presented to them.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John Bond
John Bond
Staff Assistant

DES:nh

Attachments

RECEIVED
DEC 9 - 1965
FOR FILING

EO-149(3)

6720

December 8, 1965

Oregon State Highway Commission

Request for Extension of Time
No. 15
December 14, 1965 meeting

Gentlemen:

J. C. Denton & Sons, Inc., contractor on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties, Contract No. 6720, requests an extension of the completion date from November 15 to December 15, 1965.

The contractor's request is based on a delay in the awarding and executing of the contract. There was a 22-day interval between the date bids were received and the date the contract and bond were submitted to the contractor for execution. This justifies an extension of two days.

I recommend that the specified completion date be advanced to November 17. The project was completed November 27, 1965, at which time 12 penalty days had accrued. The recommended extension will reduce the liquidated damages to $300.

This is a Federal-aid Emergency Recovery project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nh fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6720 Contractor J. C. Denton & Sons, Inc.

Highway Pacific

Section N. Jefferson Interchange-N. Albany Interchange

Kind of Work Intermittent Fencing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

was submitted to 22 days after bids were received

The contract ~~did not~~ restrict the contractor until ~~nearly 25 days after award~~ thereon the contract only allows 20 days for this purpose. A 2-day extension from November 15 to November 17 is, therefore, recommended.

*But only in the amount of 2 days.

Recommended for Approval:

Asst Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6720
Project designation	ER-149 (3) State-Federal
Date awarded	Oct. 8, 1965
Work started	Nov. 2, 1965
Per cent completed	100 Nov. 27, 1965 Date
Specified Complete Date	Nov. 15, 1965
Previously Extended to	0
Extension requested to	Nov. 17, 1965

State Printing 27839

E--220 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 29, 1965

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11-15-65 days to 12-15-65 days, within which to complete our Contract No. 6720, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in making award and delay in executing contracting and giving proceed order.

Respectfully submitted,

J. C. DENTON & SONS, INC.
Contractor

By A. W. Denton
A. W. Denton, Secretary-Treasurer

CONSENT OF SURETY

Date October 29, 1965, 19

We, UNITED PACIFIC INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By L. W. Neff Attorney-in-fact
MANSFIELD & CO.
By Resident Agent

(SEAL)

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Jefferson Int.- N. Albany Int.		WEEK ENDING: 4 Dec 65
		SECTION PREFIX: 24-1067
HIGHWAY: Pacific		COUNTY: Linn
NAME OF JOB: N. Jefferson Int.-N. Albany Int.	KIND OF WORK: Intermittent fencing	
CONTRACTOR: J. C. Denton & sons, Inc.	CONTRACT NUMBER: 6720	FEDERAL AID PROJECT NUMBER: ER-149(3)
DATE OF CONTRACT: 8 Oct 65	DATE WORK STARTED: 2 Nov 65	ESTIMATED COMPLETION DATE: 27 Nov 65
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: 15 Nov 65	PERCENT OF TIME ELAPSED: 140
PROJECT AUTHORIZATION: $ 14,062.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 13,062.50	ENGINEERING AUTHORIZATION: $ 1,000.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,000.00	ENGINEERING COST TO DATE: $ 1,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: ____ %	PERCENT OF AUTHORIZATION: 110 %	DATE PROJECT WAS COMPLETED: 27 Nov 65

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	fencing 100	
			fencing	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			9.25				
MILES PARTIALLY COMPLETED							
MILES COMPLETED			9.25				
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY			1				
HOURS PER SHIFT			8				

EQUIPMENT USED DURING THE WEEK

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Cloudy			
TUESDAY	"			
WEDNESDAY	Showers			
THURSDAY	cloudy			
FRIDAY	"			
SATURDAY				

Routing
Merger
Bond
Permit

RECEIVED
DEC 1965
CONSTRUCTION
DIVISION
BEN GUPPARD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No work
TUESDAY	"
WEDNESDAY	"
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

Contractor, Denton, ~~it~~ completed work 27 Nov.

Semi-final taken into division office Tuesday, 30 Nov.

FINAL REPORT

SIGNED J. M. Hoover Res Eng. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 27 1965

FOR FILING
FORM E-1238 REM 1-65
ER-149(3)
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
67 2 22

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Nov. 27, 1965, on Contract No. 6720, N. Jefferson Interchange-N. Albany Interchange Section, in Marion and Linn Counties, in connection with Federal-Aid Project No. ER-149(3).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: December 2, 1965

Conditions noted on above date:

No physical conditions were noted which will prevent our final acceptance of contract work.

JLL/

NOTED
F. B. KLABOE

A. W. Parsons
Division Engineer

By: G. R. Brooks, District Engr.

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By Asst. State Hwy. Engr.
12-27-65

RECEIVED
NOV 23 1965
FOR FILING
ER-149(3)
6120

November 19, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
North Jefferson Interchange-
North Albany Interchange
Pacific Highway
Project No. ER-149(3)

Dear Sir:

We have received from J. C. Denton & Sons Inc., contractor on the subject project, a request for an extension of the specified completion date from November 15 to December 15, 1965. The contractor's request is based on a delay in award of the contract and a delay in executing the contract.

This project is controlled by the 1964 Standard Specifications which allow time extensions based on a delay greater than 20 days between the date on which bids are received and the date the contract and bond are submitted to the contractor for execution. Bids for this project were received on September 24, 1965, and while the formal date of award was October 8, 1965, the contract and bond were not mailed to the contractor until October 15, 1965. This is 22 days after the date bids were received and justifies a two-day extension.

The anticipated completion date for this contract is November 24, 1965. It is our recommendation that the completion date for this project be extended to November 17, 1965. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. M. Young
R. D. Asbury

DES:nh bg

FORM E-129

RECEIVED
OCT 26 1965
WATER PILING

GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID E. [illegible]
FLOYD OGBY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 25, 1965

J. C. Denton & Sons, Inc.
Route 1, Box 1270
Beaverton, Oregon 97005

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6720, awarded October 8, 1965, for intermittent fencing on the N. Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

RECEIVED
OCT 20 1965
FOR FILING
ER-149(3)

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6720

KLAPOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-149(3)
N. Jefferson Int.-N. Albany Int. Section
Intermittent Fencing

As requested in Mr. Young's letter of October 11, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 8, 1965 in the award of contract No. 6720 to J. C. Denton & Sons, Inc., of Beaverton, Oregon, low bidder in the amount of $12,400.00 at the September 24, 1965 bid opening.

NOTED
F. B. KLAPOE
Young
10-20-65

RECEIVED
OCT 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965
FOR FILING

Ex 1491(E)
6720

October 12, 1965

J. C. Denton & Sons, Inc.
Route 1, Box 1270
Beaverton, Oregon 97005

Gentlemen:

This is to acknowledge receipt of your letter of October 9 requesting that the completion date be extended until December 15, 1965, in reference to your Contract No. 6720 for intermittent fencing on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties.

Your letter is being forwarded to the State Highway Engineer for consideration.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Fred Klabee

J. C. DENTON & SONS, INC.
ROUTE 1 • BOX 1270
BEAVERTON, OREGON 97005
Telephone 644-1973

specialists in guard rail construction

October 9, 1965

Mr. C. W. Head
Assistant Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Head:

We have your letter of October 8, 1965 in which you state that we have been awarded the fencing on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties which has been assigned contract #6720.

Please accept this letter as our demand for additional time in completing this project because of the delay in furnishing us with the contract. The original completion date was established as November 15, 1965 and we demand that this date be extended until December 15, 1965. Please advise the resident engineer and all interested parties that an extension of time for this project has been requested for reason of delay in receiving contracts.

Yours very truly,

A. W. Denton

A. W. Denton, Secretary

AWD:hs

NOTED
C. W. HEAD

RECEIVED
OCT 12 1965
FOR FILING

October 11, 1965

Mr. A. W. Peterson
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 5, 1965 is requested in the award of contract for the N. Jefferson Int.-N. Albany Int. Section, Project No. EH-149(3).

The contractor receiving the award is J. C. Denton & Sons Inc., in the amount of $12,400.00 with the Contract No. 6720 assigned. This bid was received on September 24, 1965 and awarded October 8, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

BAR:da

RECEIVED
NOV 30 1965
FOR FILING
ER-149(2)
6720

October 8, 1965

J. C. Denton and Sons, Inc.
Route 1, Box 1279
Beaverton, Oregon

Gentlemen:

The State Highway Commission on September 28 accepted your proposal for intermittent fencing on the North Jefferson Interchange-North Albany Interchange Section of the Pacific Highway in Marion and Linn Counties for the sum of $12,400.00 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6720.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fhm
cc Pac. Bldr. & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
State Industrial Accident Commission

RECEIVED
OCT 5 - 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ICLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 30, 1965

In reply refer to: 08-35.EC

T. T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-149(3)
North Jefferson-North Albany Interchange Section

The State is requesting our advance concurrence in award of the subject project, which exceeds the engineer's estimate by about 21%.

Attached is a copy of the itemized bids received with the engineer's estimated added in red. Also attached is the State's request letter noting that the engineer's estimate was low with regard to Type 3 fencing and Type 2 gates. Because of the relative small size of the project and the scattered locations we concur in their statement that the work was underestimated.

We therefore recommend your favorable action on this project for our concurrence in award.

Attachments

REFERRED TO
Young w/encls.
ASST. STATE HWY. ENGR.
10-4-65

NOTED
F. R. KLABOE

RECEIVED
OCT 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ER 149(3)

6120

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1965

In reply refer to: 08-35.EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-149(3), North Jefferson-North Albany Interchange Sec.

As requested in Mr. Young's September 29, 1965 letter, you hereby have our tentative concurrence in award of this project. This authority was granted by our Regional office as this project exceeded 10% of the engineer's estimate.

We will anticipate receipt of the usual concurrence in award request subsequent to your actual award.

NOTED
F. B. KLABOE

REFERRED TO
Young
By Asst. State Hwy. Engr. 10-8-65

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chase

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 30 1965
FOR FILING
EK - 14)(2)
(7-2)

September 29, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the North Jefferson Interchange-North Albany Interchange Section, Project No. IM-149(3).

There was only one bid submitted on this project in the amount of $12,400.00 with an engineer's estimate of $10,215.00 which makes an over estimate bid of 21.3%.

We feel our estimate was too low for this project, especially on two items as follows:

Type 3 fence, our recent bids ranged from $30.00 to $40.00 for this item with the bid for this project at $33.00. Also our estimate did not take into account that the 100 rods of Type 3 fence was to be built in about 15 sections. Our estimate was $1,300.00 under the bid.

Twenty foot Type 2 Single Gates was also under estimated about $35.00 each, making an under estimate for this item of $175.00.

When the revised estimated cost for these two items are added to our estimate the bid is then within 5%.

We feel the bid is reasonable and fair. Also that to readvertise would not gain us much on such a small contract. We usually receive fair bids from this contractor because if he bids, he is low more times than not.

A favorable answer will be appreciated and any further information will be submitted if necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ds

cc: F. B. Klaboe
F. D. Morgan
R. M. Chase

ER-149(3) N. Jeff - N Albany Interchange Sec.

09/24/65 JOB NO. 19

NO.	ITEM NAME	QUANTITY	UNIT	ENGR EST.	LOW BIDDER 146 UNIT BID	AMOUNT
1	TYPE 2 FENCE	700.000	RODS	10-	10.50	7,350.00
2	TYPE 3 FENCE	100.000	RODS	20-	33.00	3,300.00
3	SALVAGE TYPE 2 FENCE	14.000	RODS	5-	5.00	70.00
4	TYPE 2 FENCE-SALVAGED	14.000	RODS	5-	10.00	140.00
5	20FT TYPE 2 SINGLE GATES	5.000	ONLY	125-	200.00	1,000.00
6	MODIFIED POSTS	18.000	ONLY	25-	30.00	540.00
	TOTAL BID			$10,215-		12,400.00

Form CD-121 (12-68) Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-149(3)
N. Jefferson-N. Albany Interchange Sec.
Intermittent Fencing

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' August 19, 1965 report and Mr. Young's September 1, 1965 letter.

Mr. Young's September 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

REFERRED TO
By Asst. State Hwy. Engr.

copy to
mrgan
9-9

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

4-141(3)

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

JUN 1965

June 11, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following listed plan title sheets of proposed highway projects transmitted to us by Mr. Frank Hall's letter dated June 4, 1965 have been reviewed. We are also in receipt of a copy of the Oregon State Game Commission letter to you regarding these projects and are in accord with their recommendations and comments:

Bonner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellevue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Reese Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson C.
Hebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R. (Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

Your favorable consideration regarding these comments will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

6k -141(3)

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

June 8, 1965

CONSTRUCTION DIV...
RECEIVED
JUN 9 1965
NOTED-- CE ACE ACE COE

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of May 26, regarding fifteen emergency restriction projects as follow:

Donner Mountain Section, FAS 864, Benton County
Thirtymile Cr.-Dyer Cr. Section, Hilgard-Lower Perry Section, John Day & Old Oregon Trail Highways, Gilliam & Union Counties
S.P.R.R. O'xing Pacific Highway West Section, Beaverton-Tigard Highway, Washington County
South Yamhill River Section, Bellecue-Hopewell Hwy., Yamhill County
Orchard Heights Rd.-Edgewater St. Sec., Salem-Dayton Highway, Polk County
Rosco Cr. Summit-McNeil Cr. Sec., FAS 287, Jackson Co.
Kebo Section, Oregon Coast & Three Rivers Hwys., Tillamook County
Deschutes County Roads, 10 FAS Routes, Deschutes Co.
Burns-Buchanan Section, Central Oregon Hwy., Harney Co.
N. Jefferson Interch.-N. Albany Interch. Sec., Pacific Highway, Marion & Linn Counties
District 4A Guard Rail Project, Hood River, Wasco & Sherman Counties
Polallie Cr.-Yellow Jacket Cr. Sec., Mt. Hood Highway, Hood River County
Siletz Slide Correction Section, Siletz Highway, Lincoln County
Rocky Creek Slide Section, Oregon Coast Highway, Lincoln County
Chewaucan R.(Gravelly Ford) Bridge Sec., Fremont Highway, Lake County

A review of the plans for these projects indicate that no damage to wildlife resources is expected as a result of the work.

We wish to recommend that proper precautions are taken on the Polallie Creek Section of Mt. Hood Highway, to avoid channel restriction which may impede fish passage. On the original construction, several problem areas developed.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director OFC

6/9/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (6)
J. F. Putnam (6)
A. F. Parson (2)

ER-149(3) Sant. R. Overflow (M-6C.07) 1965
Sec., Pacific Hwy
#6721 (Revetment construction)

STATE COPY

Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
3-53		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)*	COUNTY
6 6721	3-3-66	Linn and Marion
		PROJECT NO. ER-149(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Talbot Road Interchange-Lane Co. Line Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION — Initial Auth. Addt'l Auth.	12-22-64 9-2-65	37.85
*OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$151,121.00	$ 95,883.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Manager

Date executed by Division Engineer MAR 3 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8906-P64

Oregon State Highway Department

Federal Aid
Project No. ER-149(3)

TALBOT ROAD INTERCHANGE-LANE CO. LINE SECTION OF THE

PACIFIC HIGHWAY IN LINN AND MARION COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices, State Force orders, price agreements and temporary repair by State Forces and negotiated equipment rental.)

Salem, Oregon, December 27, 1965

Type Code Y102
N. Jefferson Int.-N. Albany Int. (Fencing)(Sta. 527+36.5 to Sta. 1015+61)
(Contract No. 6720)

Type 2 Fence	700 rods	$ 10.50	$ 7,350.00
Type 3 Fence	100 rods	33.00	3,300.00
Salvage Type 2 Fence	14 rods	5.00	70.00
Type 2 Fence-Salvaged	14 rods	10.00	140.00
20' Type 2 Double Gates	5 only	200.00	1,000.00
Modified posts	18 only	30.00	540.00
			$12,400.00
Flagging (57½% of Contractor's Cost)	All Required		100.00
	Subtotal		$12,500.00
	Engr. & Cont.		1,250.00
	Total		$13,750.00

Type Code Y007
Culvert Installation (M.P. 66.1)(Solicited Contract)

48-inch Pipe (280 lin.ft.)	All Required		$14,036.50
	Subtotal		$14,036.50
	Engr. & Cont.		1,408.50
	Total		$15,495.00

Type Code 6201
Grade and Pave (M.P. 65.3 to M.P. 66.2)(Solicited Contract)

Motor Grader	56 hrs.	$ 13.00	$ 728.00
Tractor with Dozer	64 hrs.	20.00	1,280.00
Rubber-Tired Roller	56 hrs.	12.95	725.20
Front End Loader, Track Type	32 hrs.	16.00	512.00

Dump Truck, 10 cu.yd.	240 hrs.	$ 12.00	$ 2,880.00
Pickup, 1/2 ton	80 hrs.	2.00	160.00
Air Compresser	8 hrs.	4.00	32.00
Air Tamper	16 hrs.	1.00	16.00
Low Boy, 30-ton	5 hrs.	15.00	75.00
Foreman	80 hrs.	6.25	500.00
Laborers	240 hrs.	4.25	1,020.00
Move in and out	All Required		100.00
Embankment Material	3,000 cu.yds.	0.80	2,400.00
18-inch Concrete Pipe	20 lin.ft.	2.30	46.00
1½"-0 Crushed Base Material	1,050 cu.yd.	2.00	2,100.00
3/4"-0 Crushed Base Material	220 cu.yd.	2.25	495.00
Asphalt Concrete	600 tons	6.90	4,140.00
RS-1 Asphalt	1 ton	100.00	100.00
			$17,309.20
P.A. 1, D-7 Cat with Dozer	17.5 hrs.	4.30	$ (75.25)
P.A. 2, Backhoe 5/8 cu.yd.	16 hrs.	15.00	240.00
			$ 164.75
	Subtotal		$17,473.95
	Engr. & Cont.		1,747.05
	Total		$19,221.00

Type Code Y007
Santiam River Overflow Revetment (#8121A)(M.P. 6007)(Contract No. 6721)

Furnish 10BP42 Steel Piling	1,710 lin.ft.	6.00	$10,260.00
Drive Steel Piles	38 only	200.00	7,600.00
Splice Steel Piles	5 only	40.00	200.00
Structural Steel	All Required		2,500.00
Treated Timber in Place	8 M-FBM	500.00	4,000.00
Rock Blanket	320 cu.yd.	8.00	2,560.00
			$27,120.00
Painting Steel (State Force)	All Required		200.00
	Subtotal		$27,320.00
	Engr. & Cont.		2,732.00
	Total		$30,052.00

Type Code Y006
Permanent Flood Restoration (M.P. 60.07 to M.P. 30.30)

State Force Order #2	All Required	$ 8,400.00

State Force Order #5, Revised	All Required	$ 32,000.00
	Subtotal	$ 40,400.00
	Engr. & Cont.	4,040.00
	Total	$ 44,440.00

Type Code Y006
Temporary Flood Repair (M.P. 60.00 to M.P. 97.85)

Negotiated equipment, labor & materials	All Required	$ 6,029.80
State Force Equipment, Labor and materials	All Required	19,573.32
	Subtotal	$ 25,603.12
	Engr. & Cont.	2,559.88
	Total	$ 28,163.00

Length of project - - - - - - - - - - - -37.85 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
N. Jefferson Int.-N. Albany 67	$ 13,750.00	$ 8,724.00	$ 5,026.00
Culvert Installation	15,495.00	9,831.00	5,664.00
Grade and Pave	19,221.00	12,195.00	7,026.00
Santiam Revetment 6 8	30,052.00	19,067.00	10,985.00
Permanent Flood Restoration	44,440.00	28,197.00	16,243.00
Temporary Flood Repair	28,163.00	17,869.00	10,294.00
	$151,121.00	$95,883.00	$55,238.00

State funds for const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State funds for maint.: Chap. 529, laws 1939.

Prefix: 22-4714-141 D2, 22-4729, 24-4739, 24-1067, 24-1063, 22-4414, 22-4429, 24-4439, 22-4514, 22-4529, 24-4539

No Phase 1 Report was submitted for this project. The negotiated equipment, labor and materials was derived from equipment rental agreements and paid bills. The State Force equipment, labor and materials was derived from charges on the cost books which is the most accurate information we have at this time. DMS office charges are not included in this estimate.

Oregon State Highway Department

Federal Aid
Project No. ER-149(3)

MURDER CR.-TAMAX C.L. SECTION OF THE

PACIFIC HIGHWAY IN LINN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 13, 1965

Type Code Y102
N. Jefferson Int.-N. Albany Int. (Fencing)(Sta. 527+36.5 to Sta. 1015+61)

Type 2 Fence	700 rods	10.00	$ 7,000.00
Type 3 Fence	100 rods	20.00	2,000.00
Salvage Type 2 Fence	14 rods	5.00	70.00
Type 2 Fence-Salvaged	14 rods	5.00	70.00
20' Type 2 Double Gates	5 only	125.00	625.00
Modified Posts	18 only	25.00	450.00
			$10,215.00
Flagging (57½ of Contractor's Cost)	All Required		100.00
		Subtotal	$10,315.00
	10% Engr. & Cont.		1,031.00
		Total	$11,346.00

Length of Project - - - - - - - - - - 0.000 mile

Type Code Y007
Culvert Installation (MP 66.1)(Solicited Contract)

48-inch Pipe (280 lin.ft.)	All Required		$14,086.50
		Subtotal	$14,086.50
	10% Engr. & Cont.		1,408.50
		Total	$15,495.00

Type Code 6201
Grade & Pave (MP 65.8 to MP 66.2)(Solicited Contract)

Motor Grader	56 hours	13.00	$ 728.00
Tractor with Dozer	64 hours	20.00	1,280.00
Rubber-Tired Roller	56 hours	12.95	725.20
Front End Loader, Track Type	32 hours	16.00	512.00
Dump Truck, 10 c.y.	240 hours	12.00	2,880.00
Pickup, ½ Ton	80 hours	2.00	160.00
Air Compressor	8 hours	4.00	32.00
Air Tamper	16 hours	1.00	16.00
Low Boy, 30 Ton	5 hours	15.00	75.00
Foreman	80 hours	6.25	500.00
Laborers	240 hours	4.25	1,020.00
Move In and Out	All Required		100.00
Embankment Material	3,000 cu.yd.	0.80	2,400.00

18-inch Concrete Pipe	20 lin.ft.	2.30	$ 46.00
1½" - 0 Crushed Base Material	1,050 cu.yd.	2.00	2,100.00
3/4" - 0 Crushed Base Material	220 cu.yd.	2.25	495.00
Asphalt Concrete	600 tons	6.90	4,140.00
MS-1 Asphalt	1 ton	100.00	100.00
			$17,309.20
PA 1 Backhoe 5/8 - c.y.	16 hours	15.00	240.00
PA 2 D7 Cat with Dozer	17.5 hours	15.70	274.75
		Subtotal	$17,823.95
	10% Engr. & Cont.		1,782.05
		Total	$19,606.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
N. Jefferson Int.-N. Albany	$11,346.00	$ 7,199.00	$ 4,147.00
Culvert Installation	15,495.00	9,831.00	5,664.00
Grade and Pave	19,606.00	12,440.00	7,166.00
Subtotal	$46,447.00	$29,470.00	$16,977.00
Retained in Authorized Fund Status			
Temporary and Permanent work not covered by this estimate.	31,553.00	19,930.00	11,623.00
Total	$78,000.00	$49,400.00	$28,600.00

Prefix 22-4714-141 D2

RECEIVED
FEB 7 - 1966
FOR FILING

ER-149(3)

6721

February 2, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6721 awarded to Ross Bros. Construction Company for revetment on the Santiam River Overflow Section of the Pacific Highway in Marion County was completed on November 30, 1965, and accepted by the Highway Commission on January 31, 1966.

Final payment in the amount of $833.40 will be released to the contractor after February 9, 1966. The total contract amount is $27,780.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
cc Ross Bros. Construction Co.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 1 - 1966
FOR FILING
ER-149(3)
6721

January 31, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1965, on Contract No. 6721. The contract was with Rose Bros. Construction, Inc. and was for construction of a revetment on the Santiam River Overflow Section on the Pacific Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 31, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

bg

FORM E-123X 50M 9-64
RECEIVED
DEC 27 1965
COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RILEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILE
6721

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on November 30, 1965, on Contract No. 6721, Santiam River Overflow (M.P. 60.07) Section, in Marion County, in connection with Federal-Aid Project No. ER-149(3).

We request that your office inspect the contract work and return a signed copy of this letter upon completion of establishment period indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: November 30, 1965

Conditions noted on above date:

None noted on contract no. 6721.

RWP/

RECEIVED
DEC 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E.B. KLABZUBE

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

copies to Young & Morgan 12-27-65

RECEIVED
NOV 5 - 1965
FOR FILING
ER-149(3)
6721

November 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 1, 1965, on Contract No. 6721, Santiam River Overflow (M.P. 60.07) Section, in Marion County, in connection with Federal-Aid Project No. ER-149(3).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HER:mb

RECEIVED
OCT 28 1965
Commissioner's Office

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. TRIBLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER - 149(3)
6721

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 28, 1965

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue North
Salem, Oregon 97303

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6721, awarded October 8, 1965, for revetment on the Santiam River Overflow (M. P. 60.07) Section of the Pacific Highway in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KL ABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-149(3)
Santiam River Overflow (M.P. 60.07) Section
Revetment

As requested in Mr. Young's letter of October 11, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 8, 1965 in the award of contract No. 6721 to Ross Bros. Construction Inc., of Salem, Oregon, low bidder in the amount of $27,120.00 at the S September 24, 1965 bid opening.

Young 10-20-65

RECEIVED
OCT 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965
FOR FILING
-B-1471(2)
6721

October 11, 1965

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 8, 1965 is requested in the award of contract for the Santiam River Overflow (M.P. 60.07) Section, Project No. BR-149(3).

The contractor receiving the award is Rose Bros. Construction Inc. of Salem in the amount of $27,120.00 with the Contract No. 6721 assigned. This bid was received on September 24, 1965 and awarded October 8, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:da

RECEIVED
NOV 30 1965
FOR FILING

ER-149(3)

6721

October 8, 1965

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, North
Salem, Oregon

Gentlemen:

The State Highway Commission on September 28 accepted your proposal for revetment construction on the Santiam River Overflow (M. P. 60.07) Section of the Pacific Highway in Marion County for the sum of $27,120 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6721.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

Enc
cc Pac. Bldr. & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
State Industrial Accident Commission

Form 66-128
(11-63)
(Prescribed by
A.O. 108-107)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 5, 1965

In reply refer to: 08-35.EC

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM: T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-149(3), Santiam River Overflow

As requested in Mr. Young's September 30, 1965 letter, you hereby have our tentative concurrence in award of this project. This authority was granted by our Regional office as this project exceeded 10% of the engineer's estimate.

We will anticipate receipt of the usual concurrence in award request subsequent to your actual award.

NOTED
F. B. KLABOE
REFERRED TO
By Asst. State Hwy. Engr.
10-8-65

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHRISTIAN

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 1 - 1965
FOR FILING
ER-14+(3)
.721

September 30, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Santiam River Overflow (H.P. 60.07) Section, Project No. ER-149(3).

We received one bid on this project in the amount of $27,120. Our engineer's estimate was $19,880.00, which makes the bid 36.4 per cent over our estimate.

There is one item of work which must be absorbed by the bid items that was not taken into consideration in our estimate. This item is the welding of the piling at the top. Another item which possibly influenced the bidder is the approaching bad weather and possible high water.

Although the bid is somewhat high, we feel it is in the public interest to get this work done this fall before winter high water conditions prevail.

We wish to receive your favorable reply as we are anxious to start work on this emergency repair project. Any further information needed will be forwarded at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

cc: F. B. Klaboe
F. D. Morgan
R. H. Chase

RECEIVED
SEP 10 1965
FOR FILING
ER 1411(3)
L-751

September 9, 1965

R. R. Hollenbeck
Army Engineer District, Portland
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Dear Sir:

Attached herewith is the original permit NPPOP-NA-1.4 1507-29 for the Santiam River Bank Protection Project as requested in your letter of September 7, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. Fred Klaboe

CRN:kc

DEPARTMENT OF THE ARMY
U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK, PORTLAND, OREGON 97205

NPPOP-NA-1.4

7 September 1965

Oregon State Highway Department
Salem, Oregon 97310

Re: NPPOP-NA-1.4
1507-29(Santiam R.-Bank Protection)-1

Gentlemen:

Reference is made to your letter of 2 September 1965 in which you request cancellation of the above numbered permit. In accord with this request we will appreciate the return of the original copy of this permit.

Very truly yours,

R R Hollenbeck

R. R. HOLLENBECK
Chief, Permits

RECEIVED
SEP 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 9 1965
OFFICE ENGINEERING

RECEIVED
OREGON
STATE HIGHWAY

Nelson
Pun down.

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ER-149(3)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.2-DA

6721

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-149(3)
Santiam River Overflow Sec.
Revetment

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Litchfield's August 25, 1965 report and Mr. Young's September 1, 1965 letter.

Mr. Young's September 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO
Chrgn. w/map
BY ASST. STATE HWY. ENGR.

Copies to
-Morgan
Litchfield
Oakes
9-7

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 7 - 1965

FOR FILING

September 2, 1965

U. S. Army Engineer District
Corps of Engineers
628 Pittock Block
Portland, Oregon

121

Attention: Mr. George E. Hyde
Chief, Navigation Branch

Re: NPPOP-MA-1.4
1507-29 (Santiam R.-Bank
Protection)-L.

Gentlemen:

Reference is made to your letter of August 18 transmitting a permit for revetment work upstream from the crossing of I-5 with the Santiam River south of Salem. This permit was applied for with the expectation that the Bureau of Public Roads would approve the work contemplated and participate in the financing of the same. They have, however, rejected the project on the basis that the responsibility for the protection of this river bank should be shared by others including the Corps of Engineers.

Due to this circumstance, we are unable to finance the work set forth in the permit and ask that it be cancelled.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. E. Klaboe
Assistant State Highway Engineer

cc: Bureau of Public Roads

Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. E. S. Hunter
Mr. L. H. Young
Mr. R. D. Asburry

LHY:mb srb

1031

AUG 20 (5)

U. S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

NPPOP-NA-1.4
1507-29(Santiam R.-Bank Protection)-1.

18 August 1965

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

The attached instrument authorizes the work only in accordance with the approved plans shown on the print attached to and made a part of the authorization. If it is necessary because of unforeseen or altered conditions to deviate materially from the approved plans, revised drawings showing any proposed changes must be submitted to this office in order that they may receive the approval required by law before the work is commenced.

Attention is invited to condition (i) of the instrument, which requires that this office be notified in writing concerning commencement, suspension, resumption, and completion of the work. If it does not conform substantially with the approved plan, the work will be unlawful. It is important, therefore, that the notices be received promptly in this office in order that inspections may be made at appropriate times.

Very truly yours,

William O Owen
GEORGE E. HYDE
Chief, Navigation Branch

1 Incl
Permit dtd
18 August 1965

NPP FL
Jan 64 84

RECEIVED
AUG 20 1965
OFFICE ENGINEERING
DIVISION

STATE

DEPARTMENT OF THE ARMY

NPPOP-NA-1.4 1507-29(Santiam R.-Bank Protection)-1.

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.) 16—12103-2

PERMIT

Portland District, Corps of Engineers.
628 Pittock Block, Portland, Oregon 97310
18 August, 19 65.

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

Referring to written request dated 13 August 1965,

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army,

to perform grading and riprap work for bank protection,
(Here describe the proposed structure or work.)

in the Santiam River, Mile 6,
(Here to be named the river, harbor, or waterway concerned.)

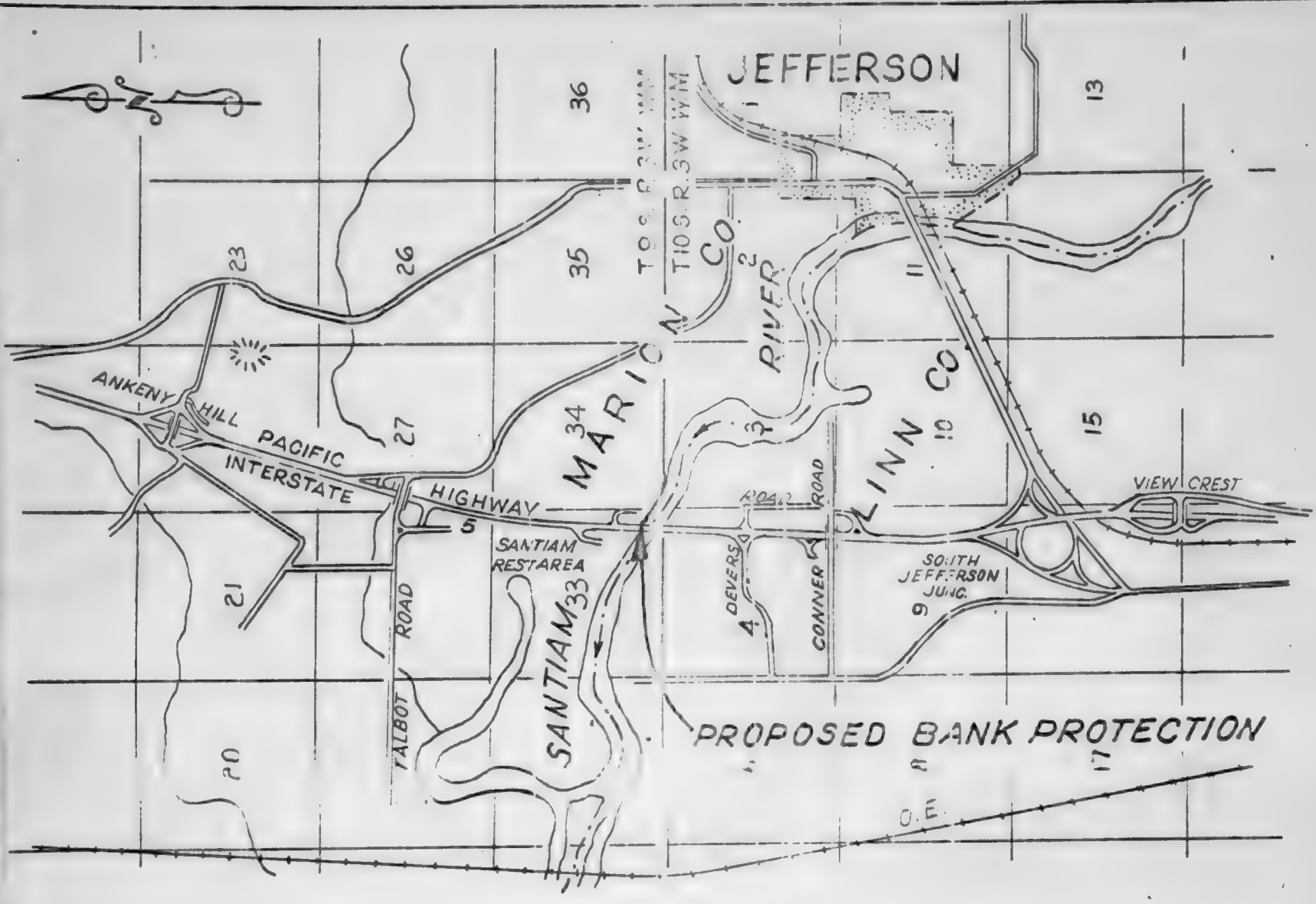
at approximately 2.5 miles northwest of Jefferson, Oregon,
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto marked:
(Or drawings; give file number or other definite identification marks.)

"1507-29(Santiam R.-Bank Protection)-1/1", ")-1/2", and ")-1/3",

subject to the following conditions:

1507-29(Santiam R.-Bank Protection)-1/1



OREGON STATE HIGHWAY DEPARTMENT

PROPOSED BANK PROTECTION,

IN SANTIAM RIVER

SANTIAM RIVER BRIDGE (M.P. 60.7) SECTION

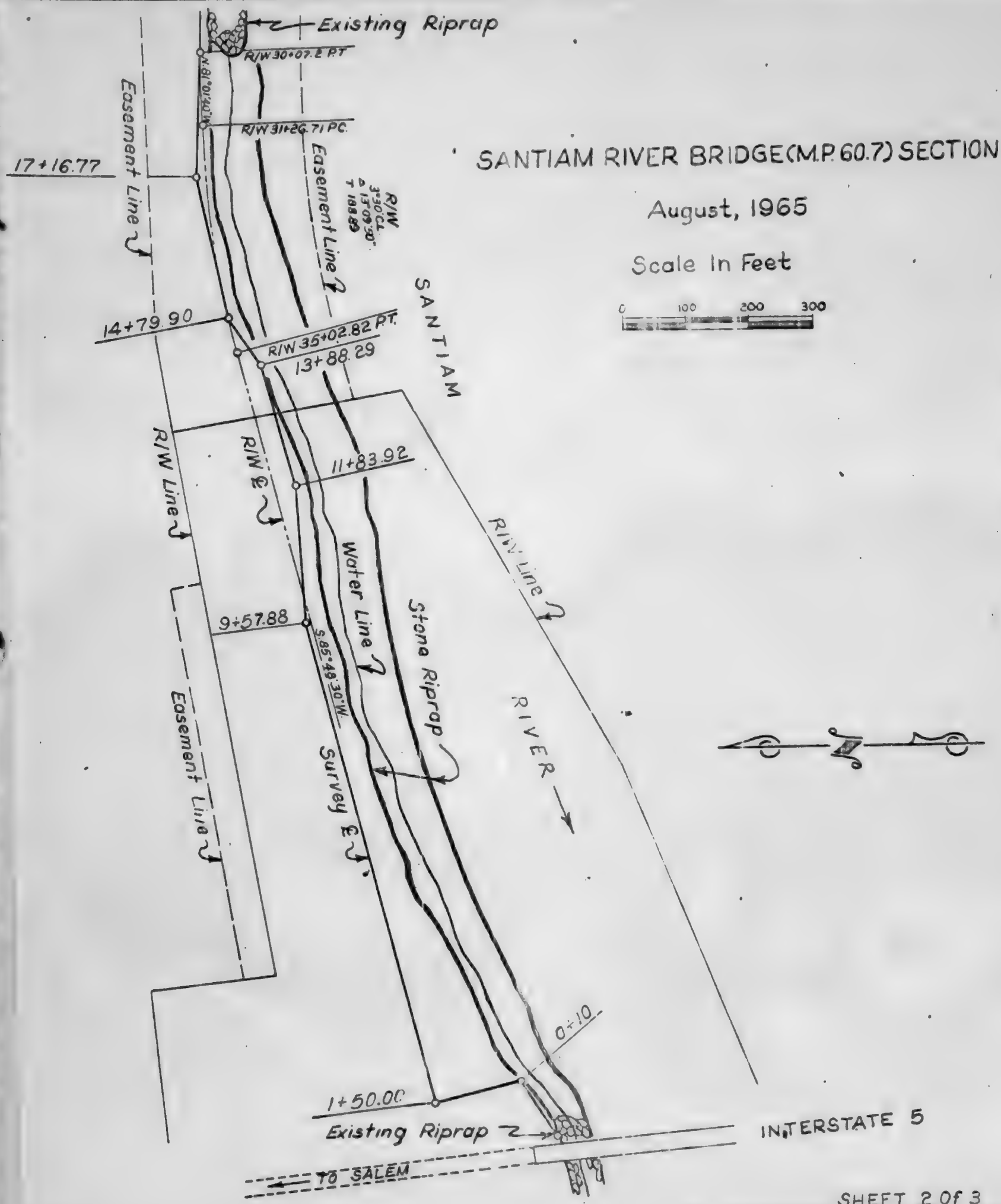
PACIFIC HIGHWAY

MARION COUNTY

OREGON

August, 1965

SHEET 1 OF 3

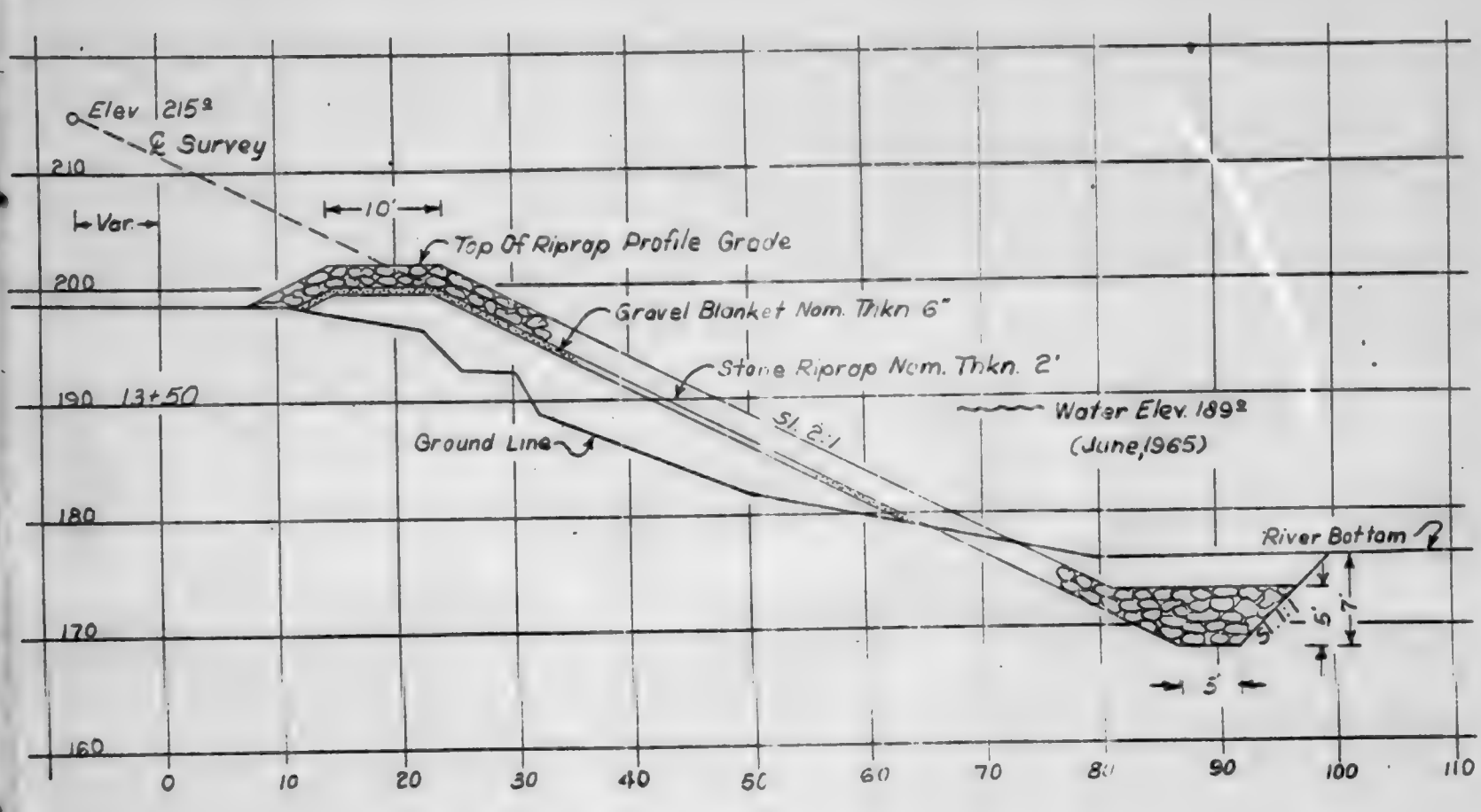


SANTIAM RIVER BRIDGE (M.P. 60.7) SECTION

August, 1965

Scale In Feet

0 100 200 300



Typical Section
At Station 13+50

SANTIAM RIVER BRIDGE (M.P. 60.7) SECTION

August, 1965

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before the 31st day of December, 1968, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

WILLIAM J. TALBOTT
Colonel, Corps of Engineers
District Engineer

By William O. Owens
WILLIAM O. OWENS
Acting Chief, Navigation Branch

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 96, dated 1 Apr 48, which may be used until exhausted.
U. S. GOVERNMENT PRINTING OFFICE 16—13168-8
EM 1145-2-303

U-205(14) K. Falls Sec., The Dalles-California Hwy. 1965
#6722 (Roadside improvement

STATE COPY

Monthly transaction number: 4-4	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Klamath
Modification number: 2	4-67	Project number: U-205(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 3, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 85,287	$ 90,110.24
Federal funds	$ 54,100.00	$ 56,352.71
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number: 10-90	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Klamath
Modification number: 1		Project number: U-205(14)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 3, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 80,791	$ 85,287.00
Federal funds	$ 51,200.00	$ 54,100.00
Other revisions		

This modification is made for the following reasons:

To include increase in bid quantities.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Kloberg

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. U-205(14)

KLAMATH FALLS SECTION OF THE DALLES-

CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Revised estimate as a basis for modification of project agreement. Revised to include increase in bid quantities.)

Salem, Oregon, October 4, 1966

Type Code Y005
Roadside Improvement (Sta. 42+00 to Sta. 55+25)(Sta. 120+00 to Sta. 132+00)
(Contract No. 6722)

Previous subtotal on estimate of October 18, 1965 - $73,446.37

Previous Estimate

Embankment in Place	570 cu.yds.	$ 3.00	$ 1,710.00
Furnishing and Placing Topsoil	2,250 cu.yds.	4.50	10,125.00
A.C. Concrete Ditch	270 sq.yds.	19.00	5,130.00
Mulch	1.6 acres	1,520.00	2,432.00
			$19,397.00

Revised Estimate

Embankment in Place	760 cu.yds.	$ 3.00	$ 2,280.00
Furnishing and Placing Topsoil	2,335 cu.yds.	4.50	10,507.50
A.C. Concrete Ditch	355 sq.yds.	19.00	6,745.00
Mulch.	2.6 acres	1,520.00	3,952.00
			$23,484.50
		Net Increase	$ 4,087.50
		Subtotal	$77,533.87
		10% Engr. & Cont.	7,753.13
			$85,287.00

Length of Project - - - - - - - - 0.00 Mile

Federal Funds -	$54,100.00
State Funds -	31,187.00
	$85,287.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
NOV 16 1965
FOR FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-3-65

STATE: Oregon

COUNTY: Klamath

PROJECT NO.: U-205(14)

PROJECT REPORT NO.: U-205 (14) 5

6732

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

U.S. 97 N.C.L. to Main St., Klamath Falls.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-2-65	0.00
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,791.00	$ 51,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. B. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 3 1965

Oregon State Highway Department

Federal Aid
Project No. U-205(14)

KLAMATH FALLS SECTION OF THE

DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 18, 1965

Type Code Y005
Roadside Improvement (Sta. 42+00 to Sta. 55+25)(Sta. 120+00 to Sta. 132+00)
(Contract No. 6722)

Embankment in Place	570	cu.yds.	$ 3.00	$ 1,710.00
Trench Excavation	250	cu.yds.	5.50	1,375.00
Furnishing and Placing Topsoil	2,250	cu.yds.	4.50	10,125.00
Motor Grader	10	hrs.	18.00	180.00
Tractor and Dozer	22	hrs.	26.00	572.00
Front End Loader	22	hrs.	15.00	330.00
Dump Truck	22	hrs.	11.00	242.00
3/4" - 0 Material in Base	30	cu.yds.	6.00	180.00
Stone Base	160	cu.yds.	6.00	960.00
Class "B" Asphalt Concrete	80	tons	12.50	1,000.00
Dry Rubble Wall	4	cu.yds.	90.00	360.00
12-inch Culvert Pipe	130	lin.ft.	5.22	678.60
18-inch Culvert Pipe	490	lin.ft.	6.56	3,214.40
12-inch Half-Circle Culvert Pipe	80	lin.ft.	5.05	404.00
12-inch Culvert End Sections	1	only	30.67	30.67
1 1/2-inch Electrical Conduit	80	lin.ft.	1.00	80.00
Concrete Manholes	1	only	365.50	365.50
Concrete Inlets, Type "D"	1	only	200.00	200.00
Concrete Inlets, Type "G"	2	only	165.00	330.00
Concrete Inlets, Type "GB-2"	1	only	345.00	345.00
A.C. Concrete Ditch	270	sq.yds.	19.00	5,130.00
Guard Rail Posts	44	only	15.00	660.00
Lawn Construction	3	acres	1,800.00	5,400.00
Furnish and Planting Trees	38	only	14.70	558.60
Furnish and Planting Shrubs	2,000	only	4.00	8,000.00
Furnish and Planting Bearberry	8,500	only	0.50	4,250.00
Furnish and Planting Virginia Creeper	440	only	2.00	880.00
Grass Seed, Newport Bluegrass	270	lbs.	1.10	297.00
Grass Seed, Creeping Red Fescue	400	lbs.	1.05	420.00
Inorganic Fertilizer, 10-16-8	36	cwt.	6.50	234.00
Organic Fertilizer, 5-3-2	22	cwt.	6.50	143.00
Manure Fertilizer	40	cu.yds.	8.00	320.00
Mulch	1.6	acres	1,520.00	2,432.00
1/2-inch Water Pipe	360	lin.ft.	0.48	172.80
3/4-inch Water Pipe	1,420	lin.ft.	0.60	852.00
1-inch Water Pipe	3,440	lin.ft.	0.65	2,236.00
1 1/4-inch Water Pipe	2,990	lin.ft.	0.67	2,003.30
1 1/2-inch Water Pipe	1,280	lin.ft.	0.84	1,075.20
2-inch Water Pipe	1,120	lin.ft.	0.96	1,075.20

2 1/2-inch Water Pipe	950 lin.ft.	1.15	1,092.50
3-inch Water Pipe	1,020 lin.ft.	1.59	1,621.80
4-inch Water Pipe	420 lin.ft.	2.07	869.40
1/2-inch Steel Water Pipe	280 lin.ft.	.40	112.00
3/4-inch Steel Water Pipe	160 lin.ft.	.45	72.00
2-inch Steel Water Pipe	44 lin.ft.	7.19	316.36
3-inch Steel Water Pipe	70 lin.ft.	7.59	531.30
4-inch Steel Water Pipe	80 lin.ft.	11.12	889.60
1-inch Gate Valves	1 only	14.00	14.00
1-1/2-inch Gate Valves	3 only	17.30	51.90
3-inch Gate Valves	6 only	314.40	1,886.40
4-inch Gate Valves	2 only	367.55	735.10
1 1/4-inch Manual Section Valves	2 only	18.45	36.90
1 1/2-inch Manual Section Valves	10 only	23.30	233.00
2-inch Manual Section Valves	12 only	28.36	340.32
2-1/2-inch Automatic Section Valves	2 only	89.06	178.12
3/4-inch Quick-Coupling Hose Valves	50 only	5.61	280.50
1/2-inch Manual Drain Valves	56 only	8.55	478.80
Pop-up Rotary Sprinkler Heads	110 only	26.85	2,953.50
Pop-up Nonrevolving Sprinkler Heads	80 only	3.83	306.40
Shrubbery Sprinkler Heads	190 only	1.50	285.00
3/4-inch Hose Couplers	10 only	1.90	19.00
3/4-inch Hose Swivels	10 only	2.12	21.20
			$ 72,146.37

Flagging (57½ of Contractor's Cost)	All Required	$ 100.00
City of Klamath Falls (install cables)	All Required	200.00
Electrical System	All Required	1,000.00
		$ 1,300.00

Subtotal	73,446.37
10% Engr. & Cont.	7,344.63
Total	$ 80,791.00

Length of Project . . . . . 0.00 Miles

Federal Funds	$ 51,200.00
State Funds	29,591.00
Total	$ 80,791.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint: Chap. 529, laws 1939.

KLAMATH FALLS SECTION

PROJECT NO. U-205(14)

NONPARTICIPATING

Portable Sprinklers	10 only	$ 15.57	$ 155.70
3/4-inch Rubber Hose	10 only	13.20	132.00
			$ 287.70

Oregon State Highway Department

Federal-Aid
Project No. U-205(14)

KLAMATH FALLS SECTION OF THE

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 1, 1965

Type Code Y005
Roadside Improvement (Sta. 42+00 to Sta. 55+25)(Sta. 120+00 to Sta. 132+00)

Embankment in Place	570	cu.yd.	$ 2.00	$ 1,140.00
Trench Excavation	250	cu.yd.	3.50	875.00
Furnishing and Placing Topsoil	2,250	cu.yd.	4.00	9,000.00
Motor Grader	10	hour	17.50	175.00
Tractor and Dozer	22	hour	17.00	374.00
Front End Loader	22	hour	17.50	385.00
Dump Truck	22	hour	11.00	242.00
3/4" - 0 Material in Base	30	cu.yd.	5.00	150.00
Stone Base	160	cu.yd.	5.00	800.00
Class "B" Asphalt Concrete	80	ton	15.00	1,200.00
Dry Rubble Wall	4	cu.yd.	125.00	500.00
12-inch Culvert Pipe	130	lin.ft.	3.75	487.50
18-inch Culvert Pipe	490	lin.ft.	5.00	2,450.00
12-inch Half-Circle Culvert Pipe	80	lin.ft.	3.00	240.00
12-inch Culvert End Sections	1	only	30.00	30.00
1 1/2-inch Electrical Conduit	80	lin.ft.	2.00	160.00
Concrete Manholes	1	only	350.00	350.00
Concrete Inlets, Type D	1	only	150.00	150.00
Concrete Inlets, Type G	2	only	150.00	300.00
Concrete Inlets, Type GB-2	1	only	175.00	175.00
A.C. Concrete Ditch	270	sq.yd.	3.50	945.00
Guard Rail Posts	44	only	10.00	440.00
Lawn Construction	3	acre	1,500.00	4,500.00
Furnishing and Planting Trees	38	only	12.50	475.00
Furnishing and Planting Shrubs	2,000	only	4.50	9,000.00
Furnishing and Planting Bearberry	8,500	only	0.50	4,250.00
Furnishing and Planting Virginia Creeper	440	only	1.60	704.00
Grass Seed, Newport Bluegrass	270	lb.	1.00	270.00
Grass Seed, Creeping Red Fescue	400	lb.	0.60	240.00
Inorganic Fertilizer, 10-16-8	36	cwt.	7.00	252.00
Organic Fertiliser, 5-3-2	22	cwt.	7.00	154.00
Manure Fertiliser	40	cu.yd.	8.50	340.00
Mulch	1.6	acre	1,500.00	2,400.00
1/2-inch Water Pipe	360	lin.ft.	0.50	180.00
3/4-inch Water Pipe	1,420	lin.ft.	0.55	781.00
1-inch Water Pipe	3,440	lin.ft.	0.60	2,064.00
1 1/4-inch Water Pipe	2,990	lin.ft.	0.65	1,943.50
1 1/2-inch Water Pipe	1,280	lin.ft.	0.80	1,024.00
2-inch Water Pipe	1,120	lin.ft.	1.10	1,232.00

2 1/2-inch Water Pipe	950 lin.ft.	$ 1.25	$ 1,187.50
3-inch Water Pipe	1,020 lin.ft.	1.75	1,785.00
4-inch Water Pipe	420 lin.ft.	2.50	1,050.00
1/2-inch Steel Water Pipe	280 lin.ft.	0.50	140.00
3/4-inch Steel Water Pipe	160 lin.ft.	0.54	86.40
2-inch Steel Water Pipe	44 lin.ft.	5.00	220.00
3-inch Steel Water Pipe	70 lin.ft.	6.00	420.00
4-inch Steel Water Pipe	80 lin.ft.	7.00	560.00
1-inch Gate Valves	1 only	12.00	12.00
1 1/2-inch Gate Valves	3 only	18.00	54.00
3-inch Gate Valves	6 only	40.00	240.00
4-inch Gate Valves	2 only	100.00	200.00
1 1/4-inch Manual Section Valves	2 only	19.00	38.00
1 1/2-inch Manual Section Valves	10 only	21.00	210.00
2-inch Manual Section Valves	12 only	28.00	336.00
2 1/2-inch Automatic Section Valves	2 only	100.00	200.00
3/4-inch Quick-Coupling Hose Valves	50 only	7.00	350.00
1/2-inch Manual Drain Valves	56 only	8.50	476.00
Pop-up Rotary Sprinkler Heads	110 only	30.00	3,300.00
Pop-up Nonrevolving Sprinkler Heads	80 only	3.75	300.00
Shrubbery Sprinkler Heads	190 only	1.25	237.50
3/4-inch Hose Couplers	10 only	3.50	35.00
3/4-inch Hose Swivels	10 only	4.00	40.00
			$61,855.40

Flagging (57½% of Contractor's Cost)	All Required	$ 100.00
City of Klamath Falls (Install Cables)	All Required	200.00
Electrical System	All Required	1,000.00
		$ 1,300.00

Subtotal	$63,155.40
10% Engr. & Cont.	6,315.60
Total	$69,471.00

Length of Project - - - 0.00 Miles

Federal Funds -	$44,000.00
State Funds -	25,471.00
	$69,471.00

KLAMATH FALLS SECTION

PROJECT NO. U-205(14)

Nonparticipating

Portable Sprinklers	10 only	$15.00	$150.00
3/4-inch Rubber Hose	10 only	15.00	150.00
			$300.00

Oregon State Highway Department

Federal-Aid
Project No. U-205(14)

KLAMATH FALLS SECTION OF THE

THE DALLES-CALIFORNIA HIGHWAY IN KLAMATH COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 23, 1965

Type Code Y005
Roadside Improvement (Sta. 42+00 to Sta. 55+25)(Sta. 120+00 to Sta. 132+00)

Embankment in Place	570 cu.yd.	2.00	$ 1,140.00
Trench Excavation	250 cu.yd.	3.50	875.00
Furnishing and Placing Topsoil	2,250 cu.yd.	4.00	9,000.00
Motor Grader	10 hrs.	17.50	175.00
Tractor and Dozer	22 hrs.	17.00	374.00
Front End Loader	22 hrs.	17.50	385.00
Dump Truck	22 hrs.	11.00	242.00
3/4" - 0 Material in Base	30 cu.yd.	5.00	150.00
Stone Base	160 cu.yd.	5.00	800.00
Class "B" Asphalt Concrete	80 ton	15.00	1,200.00
Dry Rubble Wall	4 cu.yd.	125.00	500.00
12-inch Culvert Pipe	130 lin. ft.	3.75	487.50
18-inch Culvert Pipe	490 lin.ft.	5.00	2,450.00
12-inch Half-Circle Culvert Pipe	80 lin.ft.	3.00	240.00
12-inch Culvert End Sections	1 only	30.00	30.00
1½-inch Electrical Conduit	80 lin.ft.	2.00	160.00
Concrete Manholes	1 only	350.00	350.00
Concrete Inlets, Type "D"	1 only	150.00	150.00
Concrete Inlets, Type "G"	2 only	150.00	300.00
Concrete Inlets, Type "GB-2"	1 only	175.00	175.00
A.C. Concrete Ditch	270 sq.yd.	3.50	945.00
Guard Rail Posts	44 only	10.00	440.00
Lawn Construction	3 acre	1500.00	4,500.00
Furnishing and Planting Trees	38 only	12.50	475.00
Furnishing and Planting Shrubs	2,000 only	4.50	9,000.00
Furnishing and Planting Bearberry	8,500 only	0.50	4,250.00
Furnishing and Planting Virginia Creeper	440 only	1.60	704.00
Grass Seed, Newport Bluegrass	270 lbs.	1.00	270.00
Grass Seed, Creeping Red Fescue	400 lbs.	0.60	240.00
Inorganic Fertiliser, 10-16-8	36 cwt.	7.00	252.00
Organic Fertiliser, 5-3-2	22 cwt.	7.00	154.00
Manure Fertiliser	40 cu.yd.	8.50	340.00
Mulch	1.6 acres	1500.00	2,400.00

½-inch Water Pipe	360 lin.ft.	0.50	180.00
3/4-inch Water Pipe	1,420 lin.ft.	0.55	781.00
1-inch Water Pipe	3,440 lin.ft.	0.60	2,064.00
1¼-inch Water Pipe	2,990 lin.ft.	0.65	1,943.50
1½-inch Water Pipe	1,280 lin.ft.	0.80	1,024.00
2-inch Water Pipe	1,120 lin.ft.	1.10	1,232.00
2½-inch Water Pipe	950 lin.ft.	1.25	1,187.50
3-inch Water Pipe	1,020 lin.ft.	1.75	1,785.00
4-inch Water Pipe	420 lin.ft.	2.50	1,050.00
½-inch Steel Water Pipe	280 lin.ft.	0.50	140.00
3/4-inch Steel Water Pipe	160 lin.ft.	0.54	86.40
2-inch Steel Water Pipe	44 lin.ft.	5.00	220.00
3-inch Steel Water Pipe	70 lin.ft.	6.00	420.00
4-inch Steel Water Pipe	80 lin.ft.	7.00	560.00
1-inch Gate Valves	1 only	12.00	12.00
1½-inch Gate Valves	3 only	18.00	54.00
3-inch Gate Valves	6 only	40.00	240.00
4-inch Gate Valves	2 only	100.00	200.00
1½-inch Manual Section Valves	2 only	19.00	38.00
1½-inch Manual Section Valves	10 only	21.00	210.00
2-inch Manual Section Valves	2 only	28.00	56.00
2½-inch Automatic Section Valves	2 only	100.00	200.00
3/4-inch Quick-Coupling Hose Valves	50 only	7.00	350.00
½-inch Manual Drain Valves	56 only	8.50	476.00
Pop-up Rotary Sprinkler Heads	110 only	30.00	3,300.00
Pop-up Nonrevolving Sprinkler Heads	80 only	3.75	300.00
Shrubbery Sprinkler Heads	190 only	1.25	237.50
3/4-inch Hose Couplers	10 only	3.50	35.00
3/4-inch Hose Swivels	10 only	4.00	& 40.00
			$ 61,575.40
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
City of Klamath Falls (Install Cables)	All Required		200.00
Electrical System	All Required		1,000.00
			$ 1,300.00
	Subtotal		$ 62,875.40
	10% Engr. & Cont.		6,287.60
	Total		$ 69,163.00

Length of Project - - - - - - - - - - - - 0.00 Miles

Federal Funds- -	$ 43,500.00
State Funds -	25,663.00
Total	$ 69,163.00

KLAMATH FALLS SECTION

PROJECT NO. U-205(14)

NONPARTICIPATING

Portable Sprinklers	10 only	15.00	$ 150.00
3/4-Inch Rubber Hose	10 only	15.00	150.00
			$ 300.00

RECEIVED
JAN 12 1967
FOR FILING

u-205 (14)
6722

January 12, 1967

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6722 awarded to Baltz and Son Company for roadside improvement on the Klamath Falls Section of The Dalles-California Highway in Klamath County was completed on June 15, 1966, and accepted by the Highway Commission on January 11, 1967.

Final payment in the amount of $5,289.94 will be released to the contractor after January 19, 1967. The total contract amount is $80,964.45 including $145.35 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Baltz & Son Company
9817 East Burnside
Portland, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 12 1967
FOR FILING

U-205 (14)

6722

January 11, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 15, 1966, on Contract No. 6722. The contract was with Saits and Son Company and was for roadside improvement on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 11, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
JAN 6 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
December 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

REFERRED TO
Young
By Asst. State Hwy. Engr.

Dear Sir:

This is to advise you that the replacement planting was completed on October 15, 1966, on Contract No. 6722, Klamath Falls Section, in Klamath County, in connection with Federal-Aid Project No. U-205(14).

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 1-4-66

Conditions noted on above date:

Our Final Inspection Report dated 9-27-66 recommends acceptance subject to notification of completion of replanting at the end of the specified establishment period. The project has been completed in apparent conformance with plans and specifications.

A. W. Parsons
Division Engineer

By: T. Dec

T. Dec
Engineering Coordinator

RECEIVED
JAN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Forrest Cooper
Vince Gallagher

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Klamath Falls	WEEK ENDING: November 26, 1966
		SECTION PREFIX: 18-1011
	HIGHWAY: The Dalles-California	COUNTY: Klamath
NAME OF JOB: Klamath Falls Section	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz and Son Company	CONTRACT NUMBER: 6722	FEDERAL AID PROJECT NUMBER: U-205(14)
DATE OF CONTRACT: October 8, 1965	DATE WORK STARTED: November 4, 1965	ESTIMATED COMPLETION DATE: June 15, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: -	WORK DAYS USED: -
	SPECIFIED CALENDAR DAYS: -	CALENDAR DAYS USED: -
PROJECT AUTHORIZATION: $82,950.82	SPECIFIED COMPLETION DATE: June 30, 1966	PERCENT OF TIME ELAPSED: 95
EXCLUSIVE OF ENGINEERING: $77,052.10	ENGINEERING AUTHORIZATION: $5,898.72	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $81,143.01	ENGINEERING COST TO DATE: $8,011.67	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7.5 %	PERCENT OF AUTHORIZATION: 136 %	DATE PROJECT WAS COMPLETED: June 15, 1966

Semi-final submitted 11-22-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Irrigation	Planting
-	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-cool	-	-	
MONDAY	Snow flurries	-	-	
TUESDAY	Cloudy-cool	-	-	
WEDNESDAY	Cloudy-fog	-	-	
THURSDAY	Cloudy-fog	-	-	
FRIDAY	Cloudy-cool	-	-	
SATURDAY		-	-	

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	Worked on semi-final estimate.
TUESDAY	Completed work on semi-final estimate and submitted to Division office today.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Completed all work on semi-final estimate and submitted to division office Tuesday of this week.

FINAL REPORT

SIGNED W. Reid Merritt RE. LOCATION Klamath Falls, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3-COPIES.

SP-F216

RECEIVED
DEC 30 1965

STATE C.W.

U-205(14)

6722

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

DEC 17 1965 Gl-P WE Martin

U.S. Bureau of Public Roads

Project Name Klamath Falls Section — Date Dec. 10, 1965

Highway The Dalles-California — Contract No. 6722

County Klamath — Prefix 18-1011

Contractor Baltz and Son Company — F. A. Project No. U-205(14)

Address 9817 E. Burnside, Portland, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust grade on Type "B" Concrete Inlets

RECEIVED
DEC 30 1965
CONTROL OF
STATE HIGHWAY COMMISSION

Location by station numbers:

Stations 123 to 127

Estimate of quantities and cost:

Labor	$ 75.00
Equipment	25.00
Materials	50.00
	$150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Existing Type "B" Concrete Inlets on drain system for bridge require adjustment to raise top elevation to facilitate the placing of topsoil under this contract. Provisions for making adjustments not included in the contract. All materials furnished and work to be done in accordance with Std. Specs. No work has been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 82,950.82
Present estimate of project cost, including $ 150.00 for work under this order	$ 82,950.82
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. Reid Meritt — Resident Engineer

Approval Recommended: /s/ John A. Bond — For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F Putnam — Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer. ~~Assistant State Highway Engineer.~~ or Office Engineer.

State Printing

RECEIVED
NOV 3 - 1965
FOR FILING
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
6722

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 2, 1965

Baltz and Son Company
9817 E. Burnside
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6722, awarded October 8, 1965, for roadside improvement on the Klamath Falls Section of The Dalles-California Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
OCT 20 1965
FOR FILING (14)
11-SEE (14)

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 15, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-205(14)
Klamath Falls Section
Roadside Improvement

As requested in Mr. Young's letter of October 11, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 8, 1965 in the award of contract No. 6722 to Baltz and Son, Co., of Portland, Oregon, low bidder in the amount of $72,434.07 at the September 24, 1965 bid opening.

Young
10-20-65

RECEIVED
OCT 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 12 1965
FOR FILING
6722

October 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 5, 1965 is requested in the award of contract for the Klamath Falls Section, Project No. U-205(14).

The contractor receiving the award is Baltz and Son Co. in the amount of $72,434.07 with the Contract No. 6722 assigned. This bid was received on September 24, 1965 and awarded October 8, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ds

RECEIVED
NOV 30 1965
FOR FILING

U-2(14)

6722

October 8, 1965

Baits and Son Company
9617 East Burnside
Portland, Oregon

Gentlemen:

The State Highway Commission on September 28 accepted your proposal for roadside improvement on the Klamath Falls Section of The Dalles-California Highway in Klamath County for the sum of $72,434.07 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6722.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Juery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Pac. Bldr. & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oreg.
Frank Morgan
L. H. Young
[illegible]
Mark Astrup
State Industrial Accident Commission

RECEIVED
OCT 11 1965
FOR REVIEW

Form CO-121
(11-63)
(Prss. by
A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

U-205(14)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6721

DATE: October 5, 1965

In reply refer to: 08-35.EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-205(4), Klamath Falls Section

As requested in Mr. Young's September 30, 1965 letter, you hereby have our tentative concurrence in award of this project. This authority was granted by our Regional office as this project exceeded 10% of the engineer's estimate.

We will anticipate receipt of the usual concurrence in award request subsequent to your actual award.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
10-8-65 NOTED
F. B. KLABOE

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 10 1965

Form CO-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

FOR ACT
U 205 (14)

TO : Mr. Forrest Cooper, State Hwy. Engineer
6722 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project U-205(14)
Klamath Falls Section
Roadside Improvement

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 2, 1965

In reply refer to: 08-35.2-DB

By: M. E. Martin
District Engineer

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's August 19, 1965 and August 25, 1965 reports.

Mr. Young's September 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

...NED TO
Lyons w/maps

copies to Morgan,
Litchfield, Oakes
& Dea Files
9-9

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

S-549(1) Adair-Indpendence Rd. Sec., 1965
FAS 932 (Grad. oil. and structure)
6723

C E A 2705

Fas 932

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 90902

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-27-67	CC 1054		502-1070

Contract 6723

RECEIVED
MAR 28 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED H. S. C.

Benton County
Corvallis, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

Attn: Benton County Court

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Adair-Independence Road, FAS 932 covered by agreement dated 9-21-65.			
County advance deposit		22,900.00	
Less amount previously transferred		17,900.00	
			5,000.00
County share of construction		19,617.37	
Less amount previously transferred		17,900.00	
			1,717.37
			3,282.63
To be refunded			

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipts were issued for the above amount

By _____

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON [illegible]

RECEIVED
NOV 22 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
FOR FILING
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-549-(1)

6723

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1966

Southern Pacific Company
324 Union Station
Portland, Oregon

ATTENTION: Mr. E.A. Kendrew

Re: Widening of Railroad Grade Crossing
Adair-Independence Road Section
Benton County (FAS 932)
Project No. S-549-(1)
Contract No. 6723
YOUR FILE: GMO 62282
O-PD-BEN-63-4

Gentlemen:

Your estimate and sketch map for the widening of the above-captioned grade crossing, as submitted with your letter of November 10, 1966, have been approved by the State. You are hereby authorized to proceed with this work as of this date.

Prior to beginning work, please contact our Resident Engineer, Mr. L.L. MacIntyre, 1500 N. 9th Street, Corvallis, Oregon 97330, Phone 753-6268, so that he may have an inspector available to observe your work.

Reimbursement for work subsequent to November 16, 1966 will be made subject to the provisions of PPM 30-3 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in your bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

TWL:sg

cc: Southern Pacific Co. - San Francisco
A.W. Parsons (w/copy of SP letter and estimate)
~~P.B.~~ Klaboe "
L.H. Young "
C.H. Maison "
R.D. Asburry "
L.L. MacIntyre "
F.W. Sugnet "

RECEIVED
NOV 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific Company

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

November 10, 1966

IN REPLY PLEASE REFER TO
GMO 62282
O-PD-Ben-63-4

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97310

Attention: Mr. T. W. Litchfield

Dear Sir:

Referring to your letter of September 15th regarding widening of railroad grade crossing Adair-Independence Road Section, Benton County (FAS 932), Project No. S-549(1), Contract No. 6723.

Attached is copy of detail of estimate covering the widening of the existing crossing and the removal and installation of a culvert. Also attached one print of Oregon Division drawing PA-374 showing location.

Please advise if this estimate is satisfactory and authorize us to proceed with our work on reconstructing this crossing. As soon as your authority has been received we will order material and schedule the installation as soon as material and labor is available.

Yours truly,

A W Kilborn

Routing

RECEIVED
NOV 1 - 1966
CONSTRUCTION
DIVISION

Litchfield

1-61 C.S. 30

AUTHORITY FOR EXPENDITURE

Owner SOUTHERN PACIFIC Co.

Operated by SOUTHERN PACIFIC Co.

Office of CHIEF ENGINEER

San Francisco (Place) August 19, (Date) 1966

WELLSDALE MP 699 Oregon Division
Station and Mile Post

SP Co. 21 Oregon
Valuation Section and No. (State)

GMO No. 62282

Form 30 No. CEM 9142
911/323

Companion Form 30 No.

MGR

OCT 19 1966

Brief Description and Recommendations: IMPROVEMENTS TO GRADE CROSSING AT RYALS LANE

Propose to construct 8' extension to Ryals Lane grade crossing F-696.9, near Wellsdale, which is part of Adair - Independence Section of Benton County Road (FAS 932), Project No. S-549(1), State Highway Contract No. 6723.

Crossing, as constructed for U. S. Bureau of Public Roads, does not conform to Oregon State's requirements, and State now requests that crossing be extended an additional 8' on the south side and that drainage culvert be installed under track as illustrated on Oregon Division Drawing PA-374, dated July 14, 1966.

All costs for widening existing crossing will be borne by State, including reimbursement to Railroad for any expense incurred in connection therewith.

The existing easement is sufficient to cover proposed improvements.

ACCOUNTING CORRECT
OCT 6 1966
(Original Signed)
for Auditor of Disbursements

Distribution Correct:

Recommend:	Recommend:	Approved:

SUMMARY OF ESTIMATE	CHARGES & CREDITS	CASH COST
Gross Investment	$	$
Ledger Value Prop. Retd.	35	
Net Investment	35 Cr.	
Operating Expenses	1	
Accrued Depreciation	34	
Other Accounts (Salvage)		
~~Sundries~~ - State of Oregon	755	
Gross Cost	$ 755	
Less: Salvage		
Less Cost to Sundries	755	
Net Cost	$ Nil	$ Nil

Recommended: [illegible]
H.M. [illegible]
[illegible]

Capital Account Budget Reference:

Page_____ Item_____

Expenditure and Change Authorized:

(Original Signed)
OCT 14 1966
W. C. K.

IMPROVEMENTS TO LYALS LANE GRADE CROSSING – NEAR WELLSDALE C.S. 20-2

Sheet 2 of 2 Sheets Form 30 No. CEM 9142 / 911/323

DETAIL OF ESTIMATE

	Character of Work	Unit	Quantity	Labor	Material	Total
	RETIREMENT					
	L.V. OF STR. 696.84 PER V.D. 70664				33	
	CONTINGENCIES				2	
					35	
	DR. ACCR. DEPRN - CR R&E					34
	DR. OPERATING - CR R&E					1
	INVESTMENT					
	E.D.L.V. OF FACILITIES RETIRED				NIL	
						NIL
	SUNDRIES					
4T	CREO PLANK CROSSING	LF	8	20	145	(1.9)
	RELOCATE CROSS-BUCK	EA	1	20		
4-B	REMOVE OLD CULVERT	EA	1	30		(10.0)
	INSTALL 12" X 20' CM.P.	EA	1	180	45	
	PRELIMINARY ENGINEERING			100		
	MATERIAL HANDLING				10	
	VACATION ALLOWANCE			18		
	HOLIDAY PAY			10		
	HEALTH & WELFARE			18		
	R.R. RETIREMENT & UNEMP. TAX			44		
	PD, PL & WC INS			15		
	ACCOUNTING & BILLING			23	10	
	CONTINGENCIES			47	20	
				525	230	
	DR. SUNDRIES					755

SUMMARY OF ACCOUNTS AFFECTED

RETIREMENT	35
NET INVESTMENT	35 CR
OPERATING EXPENSES	1
ACCRUED DEPRECIATION	34
SUNDRIES	755
GROSS COST	755
LESS COST TO STATE OF OREGON	755
NET COST	NIL

APPROVED PPM 32.3 Order PER

OREGON DIV'N.
DRAWING PA 374
SHEET NO.

696.8

To CORVALLIS JUNCTION 6.9 Mi. | To WELLSDALE 2.3 Mi.

To ADAIR VILLAGE

ADAIR AIR FORCE STATION ACCESS ROAD

Extend Crea. Gumwood Crossing 8 Ft.

Install 12"x20' Corr. Metal Pipe

Retire 1'x16' Creo. Box

RYALS LANE RD.

LEGEND

— Red shows new work

— Yellow shows retirement

—·—·— shows S.P. Co. property line.

SOUTHERN PACIFIC COMPANY
PACIFIC LINES
WEST SIDE BRANCH
M.P. 696.9

Improve Crossing
RYALS LANE ROAD

Scale: 1" = 100' MG July 14, 1966
GMO 62282 Aug. 19, 1966

DRAWER

RECEIVED
OCT 5 - 1966
FOR FILING

S - 5(1)
6723

October 4, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6723 awarded to Corvallis Sand & Gravel Company for grading, oiling and structure on the Adair-Independence Road of FAS Route 932 in Benton County was completed on July 21, 1966, and accepted by the Highway Commission on September 26, 1966.

Final payment in the amount of $2,925.06 will be released to the contractor after October 11, 1966. The total contract amount is $98,187.94 including $75.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Corvallis Sand & Gravel Company
P. O. Box 691
Corvallis, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 5 - 1966
FOR FILING

S - 549 (1)

6723

October 4, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6723 awarded to Corvallis Sand & Gravel Company for grading, oiling and structure on the Adair-Independence Road of FAS Route 932 in Benton County was completed on July 21, 1966, and accepted by the Highway Commission on September 26, 1966.

Final payment in the amount of $2,925.06 will be released to the contractor after October 11, 1966. The total contract amount is $98,187.94 including $75.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Corvallis Sand & Gravel Company
P. O. Box 691
Corvallis, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 26 1966
FOR FILING

S-5471(1)
6723

September 26, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 21, 1964, on Contract No. 6723. The contract was with Corvallis Sand and Gravel Co. and was for grading, oiling, and structures on the Adair-Independence Road Section of FAS732 in Benton County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 26, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise us to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

RECEIVED
SEP 16 1966
FOR FILING
S-549(1)
6723

September 15, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Widening of Railroad Grade Crossing
Adair-Independence Road Section
Benton County (FAS 932)
Project No. S-549(1)
Contract No. 6723
YOUR FILE: 323-3
O-PD-Ben-63-4

Gentlemen:

This is in reply to your letter of August 25, 1966 in which you indicate your desire to upgrade the crossing protection at the subject grade crossing along with the additional widening we requested in our letter of July 1, 1966.

You request the traffic count at this crossing and our records indicate the existing average daily traffic is 250 cars and this is projected to be 450 in twenty years. In our opinion this traffic is not sufficient to warrant the installation of automatic crossing gates. Further, inasmuch as this is a County Road, the installation of crossing protection is a matter which should be settled between the railroad and Benton County.

It would appear that the proper thing to do would be to widen the crossing as proposed and to leave the crossing protection as now exists. At a future date if the traffic increases to the point where automatic crossing protection is required, the matter should be investigated and appropriate signals installed at that time.

Upon receipt of a satisfactory estimate we will authorize you to proceed with the widening of this crossing in the usual manner.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
cc: Southern Pacific Company
San Francisco

L. H. Young
C. H. Maison
R. D. Asburry
L. L. MacIntyre
F. W. Sugnet

FAS 932
Benton Co

BENTON COUNTY COURT

CORVALLIS, OREGON
97330

JUDGE
E. E. LARKIN

COMMISSIONERS
MELVIN S. HAWKINS
A. L. STRAND

11 August 1966

NOTED
H. S. COX

Mr. H. S. Cox, FAS Projects,
Oregon State Highway Department
Highway Department Building
Salem, Oregon

NOTED
P. B. Arensmeier

Dear Mr. Cox:

On July 26, the Benton County Court accepted the state-supervised Ryals Lane project extending from the railway tracks to Independence Road. At the time of the inspection Mr. McIntyre informed our County Engineer, Mr. C. C. Hanson, that an additional 8-foot panel of crossing plank would be installed as well as a culvert under the railway track.

We thank you for your direction of this long-awaited improvement.

Sincerely,

A. L. Strand

A. L. Strand,

Commissioner

C: C. C. Hanson

RECEIVED
AUG 12 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

cc: R. D. Asberry

NOTED
HAROLD
REYNOLDSON

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Adair - Independence	WEEK ENDING: August 6, 1966	
	SECTION PREFIX: 502 - 1070	
HIGHWAY: FAS 932	COUNTY: Benton	
NAME OF JOB: Adair - Independence Road	KIND OF WORK: Grading, Oiling, and Structure	
CONTRACTOR: Corvallis Sand and Gravel	CONTRACT NUMBER: 6723	FEDERAL AID PROJECT NUMBER: S - 549(1)
DATE OF CONTRACT: October 13, 1965	DATE WORK STARTED: October 25, 1965	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 114,541.42	SPECIFIED COMPLETION DATE: July 31, 1966	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 106,396.26	ENGINEERING AUTHORIZATION: $ 8,145.16	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 104,270.00	ENGINEERING COST TO DATE: $ 8,955.68	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 93%
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 2 %	PERCENT OF AUTHORIZATION: 109.9%	DATE PROJECT WAS COMPLETED: July 21, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.36	1.36		1.36	
MILES PARTIALLY COMPLETED	1.36	1.36		1.36	
MILES COMPLETED	1.36	1.36		1.36	
TOTAL ESTIMATED QUANTITIES (CONTRACT)	25,400 cy	30,300 Ton		1,070 cy	
TOTAL QUANTITIES CORRECTED TO DATE	25,048 cy	28,200 Ton		1,080 cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	25,048 cy	28,200 Ton		1,080 cy	
AVERAGE DAILY QUANTITIES	0	0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	
NUMBER OF SHIFTS PER DAY	0	0		0	
HOURS PER SHIFT	0	0		0	

EQUIPMENT USED DURING THE WEEK.

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9464							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing
Parker
Bond
Barbee
Walker
Olson
Swan

RECEIVED
AUG 1966
CONTROL

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No work.
MONDAY	No work.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	No work.
FRIDAY	No work.
SATURDAY	No work.

REMARKS

The semi-final estimate is progressing in this office, and will be delivered to the Division Office on or before August 10, 1966.

FINAL REPORT

SIGNED [signature] LOCATION Corvallis, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM E-133X BOM 4-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 24, 1966

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Honorable Jonal K. Hill
Public Utilities Commissioner
200 Public Service Building
Salem, Oregon 97310

FAS -932

SKF-361; PUK 605

Re: In the matter of the application of Benton County for authority to alter a railroad-highway crossing presently identified as Crossing #CE-693.1 located in Benton County, Oregon, in Section 1, Township 11 South, Range 4 West, Willamette Meridian.

Dear Sir:

The State of Oregon, by and through its State Highway Commission, has no objection to the issuance of an order in accordance with the application filed in the above-titled matter. The road involved is not under the jurisdiction of the Highway Commission.

Subsequent advice on the further proceedings relative to this matter will be appreciated.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja

cc: E. L. Porter
F. D. Morgan
E. D. Asburry
Ted Litchfield
Verne Jones

RECEIVED
JUN 28 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRINCE

NOTED

RECEIVED
NOV 3 1965
FILED

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. PRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 19, 1965

Corvallis Sand & Gravel Company
P. O. Box 691
Corvallis, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6725, awarded October 15, 1965, for grading, oiling and structure on the Adair-Independence Road Section of FAS Route 932 in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86116

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-4-65	CC 965		502-1070-297

Benton County
Courthouse
Corvallis, Oregon

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: County Court			
Advance Deposit			22,900.00
Partial transfer of advance deposit for the Adair-Independence Road Section, FAS 932. Covered by agreement dated June 1, 1965.			17,900.00
To be retained			5,000.00

RECEIVED
NOV 5 - 1965
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

Benton
Fas 932

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

September 27, 1965

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

On September 24, a satisfactory bid was received from the Corvallis Sand & Gravel Company of Corvallis for constructing the Adair-Independence Road Section of FAS 932. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$100,014.60
Railroad Protective Services	600.00
Flagging	1,000.00
Signing	200.00
12-1/2% Engineering & Contingencies	12,726.82
Estimated Total Cost.....	$114,541.42

County Advance Deposit:

20% of $114,541.42 = $22,908.28 or say $ 22,900.00

Please make this advance deposit in the amount of $22,900 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Verne R. Jones
Planning Engineer

VRJ:mm

NOTED
V R JONES

RECEIVED
NOV 16 1965
FOR FILING

DIVISION FILE COPY STATE COPY

Form Approved Budget Bureau No. 41-R2089

POST DELIVERY TRANSACTION NO.

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-3-65

STATE: Oregon

COUNTY: Benton

PROJECT NO.: S-549(1)

S-549(1)

6723

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Adair-Independence Road Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-1-65	1.365
OTHER *(Specify)*		

FUNDS — Pro Rata 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 111,995.00	$ 70,900.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Cahoon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 3 1965

Oregon State Highway Department

Federal Aid
Project No. S-549(1)

ADAIR-INDEPENDENCE ROAD SECTION

FAS 932 BENTON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 20, 1965

Type Code 5231
Roadway (Sta. 0+10 to Sta. 72+16) (Contract No. 6723)

Clearing and Grubbing	All Required			$ 1,000.00
General Excavation, Unclassified	25,400	cu.yd.	$ 0.40	10,160.00
Overhaul	2,000	C-yd.sta.	0.35	700.00
Finishing Roadbed and Slopes	1.36	mile	1,200.00	1,632.00
Trench Excavation	50	cu.yd.	3.00	150.00
Watering	560	M-gal.	2.50	1,400.00
3/4" - 0 Material in Base	3,300	ton	2.10	6,930.00
Stone Base	27,000	ton	1.95	52,650.00
3/4" - 0 Aggregate in Prime Coat	140	cu.yd.	4.67	653.80
RC-250 Asphalt in Prime Coat	22	ton	53.00	1,166.00
Aggregates in Asphalt Macadam	930	cu.yd.	4.67	4,343.10
120-150 Asphalt in Asphalt Macadam	70	ton	46.00	3,220.00
RS-1 Asphalt in Asphalt Macadam	19	ton	48.00	912.00
Extra for Asphalt Macadam Approaches	6	only	50.00	300.00
12-inch Culvert Pipe	260	lin.ft.	3.00	780.00
18-inch Culvert Pipe	50	lin.ft.	5.00	250.00
24-inch Culvert Pipe	50	lin.ft.	14.00	700.00
18-inch Culvert End Sections	2	only	40.00	80.00
Guard Rail	500	lin.ft.	3.50	1,750.00
Rail End Pieces	8	only	5.00	40.00
Extra Guard Rail Posts	18	only	12.00	216.00
				$89,032.90
Flagging (57½$ of Contractor's Cost)	All Required			$ 1,000.00
Signing	All Required			200.00
R.R. Protection Services	All Required			600.00
				$ 1,800.00
	Subtotal			$90,832.90
	10% Engr. & Cont.			9,083.10
	Total			$99,916.00

Type Code X020
Structure (Bowers Slough Bridge No. 9464)(Sta. 14 79.37 to Sta. 15+00.62)
(Contract No. 6723)

Furnish Treated Timber Piling	640 lin.ft.	$ 1.63	$ 1,043.20
Drive Timber Piles	16 only	85.00	1,360.00
Class "A" Concrete (54 cu.yd.)	All Required		6,356.00
Metal Reinforcement (11,200 lb.)	All Required		1,415.00
Treated Timber in Place	2.5 M-FBM	323.00	807.50
	Subtotal		$10,981.70
	10% Engr. & Cont.		1,097.30
	Total		$12,079.00

Length of Roadway - - - - - - - - 1.360 miles
Length of Structure - - - - - - - 0.005 mile
Total Length - - - - - - - - - - 1.365 Miles
Cost Per Mile - - - - - - - - - - $73,467.65

SUMMARY OF FUNDS

Description	Total	Federal	State	County
Roadway	$ 99,916.00	$63,300.00	$18,308.00	$18,308.00
Structure	12,079.00	7,600.00	2,239.50	2,239.50
	$111,995.00	$70,900.00	$20,547.50	$20,547.50

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

RECEIVED
NOV 30 1965
FOR FILING

S-549(1)

6723

October 13, 1965

Corvallis Sand and Gravel Co.
P. O. Box 691
Corvallis, Oregon

Gentlemen:

The State Highway Commission on September 28, 1965, accepted your proposal for grading, oiling and structure on the Adair-Independence Road Section of FAS 93% in Benton County for the sum of $100,014.60 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6723.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gm

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
R. G. Savage (BIAC)
I. D. Merchant

RECEIVED
SEP 28 1965
HIGHWAYS
S-549(1)
6722

September 27, 1965

MISC. CONTRACTS and
AGREEMENTS No. 2905

Benton County Court
Courthouse
Corvallis, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a finance-construction agreement covering the Adair-Independence Road Section of the Ryals Lane County Road of FAS 932 in Benton County.

A fully executed copy of this agreement has been retained in this office for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

FORM C-123X SEP 28 1965
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
S-549(1)
6723

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1965

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Railroad Work
Adair-Independence Rd. Section
FAS 932
Benton County
Project No. S-549(1)
YOUR FILE: 911/323
O-PD-Ben-63-4

Gentlemen:

This is in reply to your letter of September 14, 1965 in which you point out that arrangements for the improvement of the grade crossing of this project have already been made with the Bureau of Public Roads.

We are aware of this fact, and agree that your approval of these plans may not be necessary. However, we have required our contractor to provide the usual railroad protective insurance and expect that you will incur some expense for railroad protective work.

In line with your agreement with the Bureau of Public Roads, we will expect all of your costs resulting from the construction of the grade crossing to be charged to the Bureau of Public Roads Project No. R-RD-8(2). The charges incurred after the crossing is completed resulting from our work should be charged to this project, No. S-549(1).

Please submit to us an estimate of the costs you expect to incur as a result of our contractor's operation.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:bjm

cc: Southern Pacific Company
Portland, Oregon

cc: A. W. Parsons (w/copy of SP letter)
F. B. Klaboe " "
R. D. Asburry " "
L. L. McIntyre " "
F. W. Sugnet " "

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

S-5706

Southern Pacific Company

55 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
C. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

September 14, 1965

Morgan
Decker
Bond
Corbet
Walker
Olsen
Peabody
Merchock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 16 1965
CONSTRUCTION DIVISION

911/323
O-PD-Ben-63-4

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of September 8, file Adair-Independence Rd. Section, FAS-932 - Benton County, Project No. S-549(1), with which you sent us construction plans for a highway project which includes work at a grade crossing near Wellsdale in Benton County.

The grade crossing shown on your plans is the same crossing for which we have previously granted an easement to Benton County, and the improvement of the crossing is covered by an agreement dated May 13, 1965, between Southern Pacific Company and United States Bureau of Public Roads. According to our records, the Federal agency has issued a contract for this construction to Merrill O. Salmon, dba Albany Road Products, and the contractor has furnished us with the usual railroad protective and other insurance required by Federal regulations. In view of the above, it appears that there is an overlap of projects as between the State and the Bureau of Public Roads and, since we have no agreement with the State, we presume that the work we are to perform on the crossing will be in accordance with our agreement with the Bureau and that our approval of the State's plans will not be necessary.

If our above understanding is not correct, will appreciate having your further advice, as it will apparently be necessary for us to enter into some form of construction agreement with the State covering reimbursement for work we are to perform, etc.

Yours very truly,

H. M. Williamson

Commissioners
Wayne L. Phillips, Baker
Chairman
[illegible]
[illegible]
Joseph W. Smith, Klamath Falls

RECEIVED
AUG 25 1965
FOR FILING

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 20, 1965

S-147 (1)
C 72 E

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of August 5, 1965, which enclosed a prospectus for "Adair-Independence Road Section, FAS 932 Benton County.

We have no interest in this project from a wildlife protection standpoint.

Thank you for requesting our comments.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

[illegible]

S-23-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)

fp

RECEIVED
AUG 23 1965
CONSTRUCTION

RECEIVED
AUG 23 1965
COMMISSIONERS:
HERMAN R. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON
FOR FILING
1-5-549 (1)
6723

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 18, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr.Cooper:

The following location prospectus transmitted to us by your letter dated August 5, 1965 has been received:

Adair-Independence Road Section, FAS 932
(Ryals Lane) Benton County.

We anticipate no problems regarding fish passage. Thank you for the opportunity to review this proposed work.

Sincerely,

E K Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F. B. KLABOE

cc: Oregon Game Commission,
Mr. Reino Koski

8/19/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)

fp

CONSTRUCTION DIVISION
RECEIVED
AUG 19 1965

RECEIVED
AUG 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO R. N. CHASE August 10, 1965

NOTED H. S. COX

NOTED DON HARWELL

FAS 932, BENTON COUNTY: ADAIR-INDEPENDENCE ROAD SECTION

TERMINI: West end, county road junction 6.3 miles northwest of Albany easterly to a connection with FAS 205 5.0 miles northwest of Albany.

PROPOSED WORK: Grade, surface, O-11 oil mat, and structure.

NOTED P. B. Arensmeier

PROJECT LENGTH: 1.38 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY
CONSTRUCTION	$128,000	$76,800	$25,600	$25,600

NOTED R. H. PRANGE

EXISTING FACILITIES: Light gravel surface 24 feet wide. Alignment tangent through rolling land.

ADJACENT SECTION:

EAST END: FAS 205.

WEST END: 28' light bituminous oil on roadway graded and surfaced under a B.P.R. contract. "T" connection at west end of project.

PROJECT DATA: Grade along existing alignment; construct O-11 oil mat 22' wide with 4' crushed stone shoulders. Construct an RCDG bridge 30' wide and 24' long. Alignment all tangent. Maximum grade +9.8%.

RIGHT-OF-WAY: 80' minimum.

ACCESS CONTROL: None.

RR XING: Project extends approximately 75' west of one-track RR Xing. Four trains daily. Xing will be improved by railroad under agreement with B.P.R. with improvement to include two reflectorized X-bucks. P.U.C. Order 503 covers this Xing and describes sight distances.

MINIMUM DESIGN STANDARDS: Section of substandard grade. Right of way based on B.P.R. survey has been acquired. Additional right of way or change in grade would increase cost over available funds.

SYSTEM ACTION: Completed.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: Project to be constructed on B.P.R. survey.

ROUTE DATA: Connects military installation to city of Albany. Runs through rolling farmland with several diversified farms. Farm to market, school bus, and mail route.

NOTED RICHARD UNREIN

NOTED V. R. JONES

VRJ:mm

RECEIVED
AUG 12 1965
FOR FILING
S-549 (1)
6723

Prefix No. 502-1407

LOCATION PROSPECTUS
ADAIR-INDEPENDENCE ROAD SECTION
FAS 932 (RYALS LANE)
BENTON COUNTY

NOTED
R. L PORTER

HIGHWAY: FAS 932 (Ryals Lane) which is a county road on the Federal-aid Secondary System.

TERMINI: The westerly terminus is approximately 1.2 miles east of M.P. 75.70 on the Pacific Highway West. The easterly terminus is at the Granger-Independence County Road.

LENGTH: 1.33 miles.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and oiling. The route follows the existing facility with minor changes in alignment. Reconnaissance is not necessary. There are no special drainage problems anticipated. An economic analysis is not needed. The Bureau of Public Roads has made a survey of this route and data provided by them will be used to prepare plans, specifications and estimates.

CHARACTERISTICS: Existing ADT 250; projected ADT 450.

STANDARDS: Class "E", maximum grade of 6 per cent, maximum curvature of 10 degrees. Deviations from AASHO standards are not anticipated.

TYPICAL SECTION: Two 11-foot travel lanes with 4-foot shoulders.

BRIDGES: Studies will be made to determine the type of structure needed at Bowers Slough.

ACCESS: This will be an unrestricted access facility. There is a Southern Pacific Railroad crossing approximately 125 feet west of the westerly limits of this project.

BASE DESIGN: The tentative design for construction is:

Wearing Surface	1-1/4" 0-11 Oil Mat
Top Course Base	2 " 3/4-0 Leveling
Bottom Course Base	15-1/2" Coarse Crushed
Total Depth	18-3/4"

NOTED
FORREST COOPER

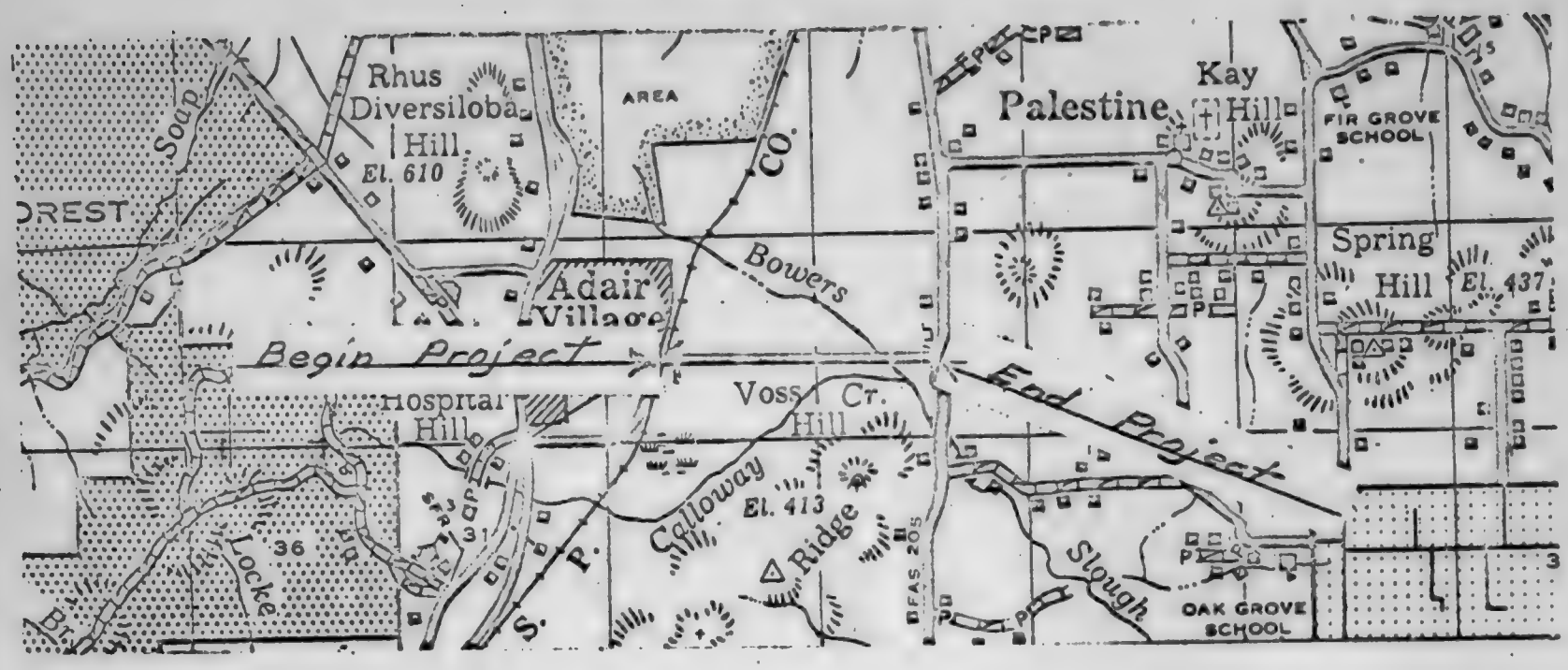
MATERIAL SOURCES: Materials are available from commercial sources.

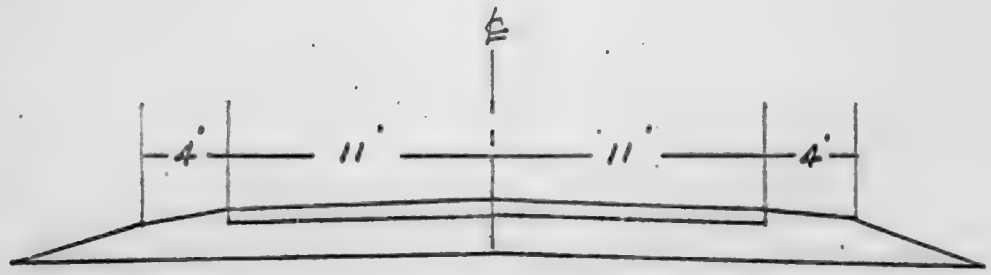
AGREEMENTS: Agreements with Benton County will be necessary. Utility adjustments may be required.

PARKS: None affected.

August 5, 1965
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Research Division
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER





0-11 Oil Mat - 2" Leveling - 15½" Base Crse.

TYPICAL SECTION

PROSPECTUS MAP
ADAIR-INDEPENDENCE RD. SECTION
F.A.S. 932 (RYALS LANE)
BENTON COUNTY
1965

9/21/65 Letting
Item ~~11~~ 8

July 29, 1965
(date)

NOTED
P. B. Arensmeier

Benton County Court
Courthouse
Corvallis, Oregon

NOTED
R. H. PRANGE

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HOWELL

Highway FAS 932

Section Adair-Independence Road Section: Grade, Oil, & Structure

NOTED
RICHARD UNREIN

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
AUG 4 - 19[illegible]
ENGINEER
COUNTY & CITY DIVISION

Aug. 3, 1965
(date)

By E B Lorain

By Melvin S. Hawkins
Commissioner

By W Stamm
Commissioner

cc: L.H. Young

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

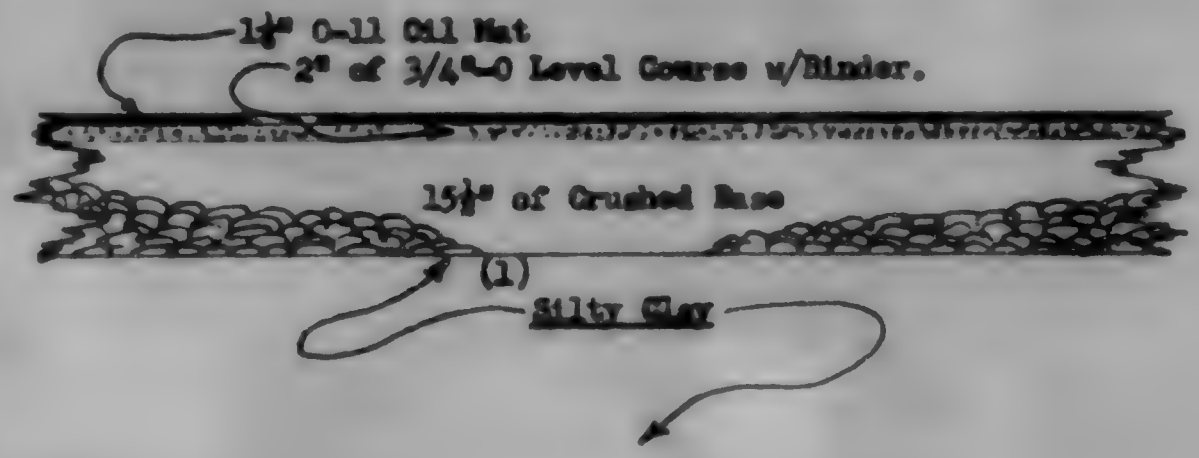
Section NEALS LANE ADAIR - INDEPENDENCE ROAD Highway F.A.S. 932 County BENTON Prefix

Res. Engr. Approx. Length 1.4 Miles. Sta. to Sta. Date 7-28-65

Truck A.D.T. 5 Traffic Coefficient 5.7 18 kip s.a. per day 3.5.

Annual Precipitation 39" Frost Penetration - - - - - - -.

(1)
Typical Soil
33 LL
9 PI
99 %P 10
96 %P200
0 %Gravel
1 %C Sand
3 %F Sand
60 %Silt
36 %Clay
5 "R" Value



	CBR Total Req.	Credit	Actual Thick.	
		1½	1½	O-11
		2	2	Level
		15½	15½	Cr. Base
	19	18 3/4	18 3/4	

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer

RECEIVED
AUG 4 - 1965
ENGINEER
COUNTY & CITY DIVISION

Submitted by E. J. Lang
Staff Assistant

Recommended by O. A. Wilson
Engineer of Materials

Recommended by T. A. Mason
Construction Engineer

Approved by M. J. Kelsay
Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer 3
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer
County-City (2)

SECTION: WALS LANE
SAGE - INDEPENDENCE

HIGHWAY: F.A.S. 932

COUNTY: BENTON

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT * 250 (Total)

B. Future ADT * 450 (Total)

C. Mean ADT 350 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 3 (ADT Basis)

G. Trucks (in one direction) $\frac{P}{2}$= 1.5 x (C) 350 = 5.25

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 5.0 x (H) 100 % = 5.0

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 5.7

* Estimated by Traffic Division & County-City Division.

SECTION: KYALS LANE SAGE - INDEPENDENCE

HIGHWAY: F.A.S. 932

COUNTY: BENTON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers an Oil Mat
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as Benton County has indicated a preference for an Oil Mat.

7-23-79

NOTED
P. B. Aensmeier

Oregon State Highway Commission
State Highway Building
Salem, Oregon

NOTED
DON HARWELL

Attention: County and City Relations Division

Subject: Federal Aid Project No. _____

Highway No. FAS 932

Project Name Sage-Independence Section

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

Gentlemen:

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

*2. We hereby certify that there has been no displacement of persons from residences, farms, or businesses.

*3. We hereby certify that all displaced persons have been tendered all assistance possible and given all available information to assist in re-establishment in residence, farm, or business.

Dated at Corvallis, Oregon, this 23rd day of July, 1965.

Benton County Court

_____
Judge

Wilbur S. Hawkins
Commissioner

NOTED
V R JONES

W. A. Stamm
Commissioner

*NOTE: Certify either paragraph 2 or 3.

RECEIVED
JUL 26 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
V R JONES

To R/W Dept. 8-12-65

4-30-65

BENTON COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 932, Ryals Lane: Sage-Independence Road Section, 1.4 miles, grade, surface, oil, and structure, $126,000.

Under this project this road would be reconstructed from the easterly end of the project now under contract by the Bureau of Public Roads, to a connection with the Granger-Independence Road, FAS 205. The Bureau of Public Roads has made a survey of the route and the data may be obtained from them. The funds shown represent the balance of Benton County's FAS funds and if this amount is insufficient for the completion of the section, the oil wearing surface can be reduced to a heavy binder course and a heavier mat will be placed later either by county forces or under an FAS contract. The type of structure required at Bowers Slough will be determined later.

HIWAY COMMISSION
APPROVED ON
JUN 1 - 1965

65-d
4/30/65

ERFC-198(2) #6724 Zigzag R. Br. Sec., Mt. Hood Hwy. (Reinf. conc. slope protection) 1965

STATE COPY

Monthly transaction number	PR-2A (7) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
2-8-46		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
9 .6724	2-14-66	Clackamas & Hood River
		Project number
		ERFO-198(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 683,431.00

Revised Federal funds $ 683,431.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14th day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. ERFO-193(2)

ZIGZAG-MT. HOOD SECTION OF THE MT. HOOD HIGHWAY

IN CLACKAMAS AND HOOD RIVER COUNTIES

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, January 6, 1966

Type Code P.E.

Preliminary Engineering	All Required	$ 19,000.00

Type Code 6201
Polallie Cr.-Yellow Jacket Cr. (Sta. 875 to Sta. 1235+00)(Contract No. 6627)

Moving Cost	All Required		$ 25,000.00
Blade Grader	390 hrs.	$ 15.00	5,850.00
Tractor, Crawler, 115 HP	180 hrs.	18.00	3,240.00
Tractor, Crawler, 185 HP	1,830 hrs.	24.00	43,920.00
Tractor, Crawler, 300 HP	1,100 hrs.	29.00	31,900.00
Power Shovel, 2½ cu.yd.	550 hrs.	30.00	16,500.00
Crane, Truck-Mounted	90 hrs.	25.00	2,250.00
Truck, Dump, 10 cu.yd.	830 hrs.	14.00	11,620.00
Truck, Dump, 20 cu.yd.	2,700 hrs.	20.00	54,000.00
Truck, Flatbed, 1½ ton	90 hrs.	10.00	900.00
Truck, Pickup, 3/4 ton, w/o operator	550 hrs.	1.50	825.00
Truck, Sprinkling	100 hrs.	15.00	1,500.00
Loader, Wheel Type, 3/8 cu.yd.	120 hrs.	15.00	1,800.00
Loader, Wheel Type, 1½ cu.yd.	130 hrs.	15.00	1,950.00
Loader, 4-Wheel Type, 4 cu.yd.	1,210 hrs.	24.00	29,040.00
Loader, Crawler Type, 2 cu.yd.	40 hrs.	30.00	1,200.00
Grid Roller, with Power	220 hrs.	26.00	5,720.00
Pump, Portable 3 in., without operator	90 hrs.	5.00	450.00
Saw, Portable, Chain, w/o operator	180 hrs.	8.00	1,440.00
Wagon Drill and Compressor	400 hrs.	25.00	10,000.00
Tamper, Hand, Gas Engine	60 hrs.	12.00	720.00
Foreman	550 hrs.	6.75	3,712.50
Laborers	2,400 hrs.	5.00	12,000.00
Explosives	53,000 lbs.	0.60	31,800.00
Watering	700 M-gals.	1.50	7,050.00
3/4"-0 Material in Base	7,400 tons	1.85	13,690.00
Stone Base	33,000 tons	1.80	59,400.00
3/4"-0 Aggregate in Prime Coat	290 cu.yds.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46 tons	46.00	2,116.00
RS-1 Asphalt in Tack Coat	10 tons	70.00	700.00
Class "B" Asphalt Concrete Mixture	13,350 tons	4.30	57,405.00

Asphalt Cement in Mixture	740	tons	$ 31.00	$ 22,940.00
Furnish 18" Culvert Pipe	48	lin.ft.	3.60	172.80
Furnish 24" Culvert Pipe	340	lin.ft.	4.75	1,615.00
Furnish 30" Culvert Pipe	42	lin.ft.	7.00	294.00
Furnish 36" Culvert Pipe	24	lin.ft.	8.40	201.60
Furnish 6" Perf. Metal Drain Pipe	990	lin.ft.	1.00	990.00
Special Backfill in Drains	140	cu.yds.	10.00	1,400.00
Extra for A.C. Concrete Approaches	12	only	30.00	360.00
Furnish Rail Members	330	lin.ft.	2.00	660.00
Guard Rail-Salvaged Guard Rail	1,000	lin.ft.	1.50	1,500.00
Furnishing Field Laboratory Bldg.	All	Required		600.00
				$463,831.90
Flagging (57½% of Contractor's Cost)	All	Required		$ 1,000.00
		Subtotal		$464,881.90
		Engr. & Cont.		46,488.10
		Total		$511,370.00

Type Code Y006
Zigzag River Bridge Section (Sta. 1002+90 to Sta. 1005+00)(Contract No. 6724)

General Excavation, Unclassified	800	cu.yds.	$ 7.00	$ 5,600.00
Toe Trench Excavation, Unclassified	670	cu.yds.	9.00	6,030.00
Reinforced Slope Protection	11,200	sq.ft.	1.43	16,016.00
		Subtotal		$ 27,646.00
		Engr. & Cont.		2,764.00
		Total		$ 30,410.00

Type Code 6201
Temporary and Permanent Repair (M.P. 42.23 thru 44.57 = 44.79 thru 54.66 = 56.00 to M.P. 85.09)

Temporary

Negotiated equipment, labor and materials	All Required	$ 77,291.61
State Force equipment, labor and materials	All Required	13,260.23
		$ 90,551.84

Roadway - Permanent Repair (M.P. 43.81 to M.P. 65.54)(Intermittent)

State Force Order No. 6	All Required	$ 2,884.50
State Force Order No. 7	All Required	4,300.00
State Force Order No. 8	All Required	450.00
State Force Order No. 9	All Required	1,000.00
State Force Order No. 10	All Required	400.00
State Force Order No. 11	All Required	2,770.00
State Force Order No. 12	All Required	2,830.00
		$ 14,634.50

Royalty on Rock taken from Polallie Creek Quarry, Crushed and Riprap	126,275	cu.yds.	.05	$ 6,313.75
		Subtotal		$111,500.09
		Engr. & Cont.		11,150.91
		Total		$122,651.00

Length of Project - - - - - - - - - - -41.3 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Polallie Cr.-Yellow Jacket Cr.	511,370.00	511,370.00
Zigzag River Br. Section	30,410.00	30,410.00
Temporary and Permanent Flood Repair	122,651.00	122,651.00
Total	$683,431.00	$683,431.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 3-1091; 3-4715F; 14-4719F; 3-4415F; 3-4515F;
14-1061F; 14-1466F; 14-4417F; 14-4517F;
14-4419F; 14-4519F.

The State Force equipment, labor and material does not agree with the Phase 1 Report due to unforeseen costs. We arrived at this amount from charges on the cost books. This estimate does not include any DMS office charges.

Oregon State Highway Department

Federal Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS AND HOOD RIVER COUNTIES

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 3, 1965

Type Code P.E.

Preliminary Engineering	All Req.		$ 19,000.00

Type Code 6201
Polallie Cr.-Yellowjacket Cr. (Sta. 875 to Sta. 1235+00)
Contract No. 6627

Moving Cost	All Req.		$ 25,000.00
Blade Grader	390 hour	$ 15.00	5,850.00
Tractor, Crawler, 115 HP	180 hour	18.00	3,240.00
Tractor, Crawler, 185 HP	1,830 hour	24.00	43,920.00
Tractor, Crawler, 300 HP	1,100 hour	29.00	31,900.00
Power Shovel, 2½ C.Y.	550 hour	30.00	16,500.00
Crane, Truck Mounted	90 hour	25.00	2,250.00
Truck, Dump, 10 C.Y.	830 hour	14.00	11,620.00
Truck, Dump, 20 C.Y.	2,700 hour	20.00	54,000.00
Truck, Flatbed, 1½ ton	90 hour	10.00	900.00
Truck, Pickup, 3/4 ton, without operator	550 hour	1.50	825.00
Truck, Sprinkling	100 hour	15.00	1,500.00
Loader, Wheel Type, 3/8 C.Y.	120 hour	15.00	1,800.00
Loader, Wheel Type, 1½ C.Y.	130 hour	15.00	1,950.00
Loader, 4 Wheel Type, 4 C.Y.	1,210 hour	24.00	29,040.00
Loader, Crawler Type, 2 C.Y.	40 hour	30.00	1,200.00
Grid Roller, with Power	220 hour	26.00	5,720.00
Pump, Portable 3 in., without operator	90 hour	5.00	450.00
Saw, Portable, Chain, without operator	180 hour	8.00	1,440.00
Wagon Drill and Compressor	400 hour	25.00	10,000.00
Tamper, Hand, Gas Engine	60 hour	12.00	720.00
Foreman	550 hour	6.75	3,712.50
Laborers	2,400 hour	5.00	12,000.00
Explosives	53,000 lb.	0.60	31,800.00
Watering	700 M-gal.	1.50	1,050.00
3/4" - 0 Material in Base	7,400 ton	1.85	13,690.00
Stone Base	33,000 ton	1.80	59,400.00
3/4" - 0 Aggregate in Prime Coat	290 cu.yd.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46 ton	46.00	2,116.00
RS-1 Asphalt in Tack Coat	10 ton	70.00	700.00
Class "B" Asphalt Concrete Mixture	13,350 ton	4.30	57,405.00
Asphalt Cement in Mixture	740 ton	31.00	22,940.00

Furnish 18-inch Culvert Pipe	48 lin.ft.	$ 3.60	$ 172.80
Furnish 24-inch Culvert Pipe	340 lin.ft.	4.75	1,615.00
Furnish 30-inch Culvert Pipe	42 lin.ft.	7.00	294.00
Furnish 36-inch Culvert Pipe	24 lin.ft.	8.40	201.60
Furnish 6-inch Perforated Metal Drain Pipe	990 lin.ft.	1.00	990.00
Special Backfill in Drains	140 cu.yd.	10.00	1,400.00
Extra for A.C. Concrete Approaches	12 only	30.00	360.00
Furnish Rail Members	330 lin.ft.	2.00	660.00
Guard Rail-Salvaged Guard Rail	1,000 lin.ft.	1.50	1,500.00
Furnishing Field Laboratory Building	All Req.		600.00
			$463,881.90
Flagging (57½% of contractor's cost)	All Req.		1,000.00
Subtotal			$464,881.90
10% Engr. & Cont.			46,488.10
Total			$511,370.00

Length of Contract 6.766 miles (intermittent)

Roadway - Permanent Repair (M.P. 43.81 to M.P. 65.54) intermittent

State Force Work Order No. 6	All Req.	$ 2,884.50
State Force Work Order No. 7	All Req.	4,300.00
State Force Work Order No. 8	All Req.	450.00
State Force Work Order No. 9	All Req.	1,000.00
State Force Work Order No. 10	All Req.	400.00
State Force Work Order No. 11	All Req.	2,770.00
State Force Work Order No. 12	All Req.	2,830.00
Subtotal		$ 14,634.50
10% Engr. & Cont.		1,462.50
Total		$ 16,097.00

Type Code Y006
Zigzag River Bridge Section (Sta. 1002+90 to Sta. 1005+00)

General Excavation, Unclassified	800 cu.yds.	$ 4.00	$ 3,200.00
Toe Trench Excavation, Unclassified	670 cu.yds.	6.00	4,020.00
Reinforced Slope Protection	11,200 sq.ft.	1.75	19,600.00
Subtotal			$ 26,820.00
10% Engr.			2,682.00
Total			$ 29,502.00

Length of Contract 0.000 miles

Summary of Funds

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 19,000.00	$ 19,000.00
Pollallie Cr.-Yellowjacket Cr.	511,370.00	511,370.00
Permanent Repairs (Approved S.F.O.)	16,097.00	16,097.00
Zigzag River Br. Section	29,502.00	29,502.00
Subtotal	$575,969.00	$575,969.00
Retained in Authorized Fund Status		
Temporary and Permanent Restoration Work	84,077.00	84,077.00
	$660,046.00	$660,046.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920, Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 3-4415F; 3-4515F; 14-1061F; 14-1466F; 14-4417F; 14-4419F;
14-4517F; 14-4519F.

Oregon State Highway Department

Federal-Aid
Project No. ERFO-198(2)

ZIGZAG-MT. HOOD SECTION OF THE

MT. HOOD HIGHWAY IN CLACKAMAS AND HOOD RIVER COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, May 27,1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 19,000.00
Type Code 6201			
Polallie Cr.-Yellowjacket Cr. (Sta. 875 to Sta. 1235+00)			
Moving Cost	All Required		$ 30,000.00
Blade Grader	390 hours	$18.00	7,020.00
Tractor, Crawler, 115 H.P.	180 hours	25.00	4,500.00
Tractor, Crawler, 185 H.P.	1,830 hours	25.00	45,750.00
Tractor, Crawler, 300 H.P.	1,100 hours	30.00	33,000.00
Power Shovel, 2½ C.Y.	550 hours	36.00	19,800.00
Crane, Truck Mounted	90 Hours	30.00	2,700.00
Truck, Dump, 10 C.Y.	830 hours	14.00	11,620.00
Truck, Dump, 20 C.Y.	2,700 hours	25.00	67,500.00
Truck, Flatbed, 1½ Ton	90 hours	8.00	720.00
Truck, Pickup, 3/4 Ton, Without Operator	550 hours	2.50	1,375.00
Truck, Sprinkling	100 hours	15.00	1,500.00
Loader, Wheel Type, 3/8 C.Y.	120 hours	15.00	1,800.00
Loader, Wheel Type, 1½ C.Y.	130 hours	16.00	2,080.00
Loader, Wheel Type, 4 C.Y.	1,210 hours	28.00	33,880.00
Loader, Crawler Type, 2 C.Y.	40 hours	25.00	1,000.00
Grid Roller, With Power	220 hours	30.00	6,600.00
Pump, Portable 3 Inch, Without Operator	90 hours	5.00	450.00
Saw, Portable, Chain, Without Operator	180 hours	2.50	450.00
Wagon Drill and Compressor	400 hours	27.50	11,000.00
Tamper, Hand, Gas Engine	60 hours	8.00	480.00
Foreman	550 hours	8.00	4,400.00
Laborers	2,400 hours	5.50	13,200.00
Explosives	53,000 lbs.	0.65	34,450.00
Watering	700 M-gals.	3.00	2,100.00
3/4" - 0 Material in Base	7,400 tons	2.10	15,540.00
Stone Base	33,000 tons	2.00	66,000.00
3/4" - 0 Aggregate in Prime Coat	290 cu.yds.	5.00	1,450.00
RC-250 Asphalt in Prime Coat	46 tons	55.00	2,530.00
RS-1 Asphalt in Tack Coat	10 tons	65.00	650.00
Class "B" Asphalt Concrete Mixture	13,350 tons	5.25	70,087.50
Asphalt Cement in Mixture	740 tons	32.00	23,680.00

Furnish 18-inch Culvert Pipe	48 lin.ft.	$ 3.00	$ 144.00
Furnish 24-inch Culvert Pipe	340 lin.ft.	4.00	1,360.00
Furnish 30-inch Culvert Pipe	42 lin.ft.	6.00	252.00
Furnish 36-inch Culvert Pipe	24 lin.ft.	8.00	192.00
Furnish 6-inch Perforated Metal Drain Pipe	990 lin.ft.	1.25	1,237.50
Special Backfill in Drains	140 cu.yd.	6.00	840.00
Extra for A.C. Concrete Approaches	12 only	35.00	420.00
Furnish Rail Members	330 lin.ft.	1.50	495.00
Guard Rail-Salvaged Guard Rail	1,000 lin.ft.	1.75	1,750.00
Furnishing Field Laboratory Building	All Required		500.00
			$524,503.00
Flagging (57½ of Contractor's Cost)	All Required		1,000.00
	Subtotal		$525,503.00
	10% Engr. & Cont.		52,550.00
	Total		$577,053.00

Length of Contract - - - - - - - 6.766 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 19,000.00	$ 950.00	$ 18,050.00
Polallie Cr.-Yellowjacket Cr.	577,053.00	28,050.00	548,203.00
	$596,053.00	$29,000.00	$565,053.00

WORK RETAINED IN PROGRAM STATUS

Description	Total Cost	Federal Funds	State Funds
Temporary and permanent work not covered by this contract.	$101,947.00	$5,000.00	$96,947.00

RECEIVED
FEB 10 1966
FOR FILING
ERFO-198(2)
6724

February 10, 1966

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6724 awarded to Cumming and Webber, Inc., for slope protection on the Zigzag River Bridge Section of the Mt. Hood Highway in Clackamas County was completed on December 23, 1965, and accepted by the Highway Commission on February 8, 1966.

Final payment in the amount of $1,382.30 will be released to the contractor after February 17, 1966. The total contract amount is $36,699.69 including $160.35 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Cumming & Webber, Inc.
600 S.E. 181st Avenue
Portland, Oregon 97233

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 9 - 1966
FOR FILE
ERFO-19X(3)
6724

February 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed December 23, 1965, on Contract No. 6724. The contract was with Cumming & Webber, Inc. and was for slope protection on the Zigzag River Bridge Section of the Mt. Hood Highway in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 8, 1966, and that you concur in this procedure at the Commission meeting on March 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Klaboe
L. H. Young
I. D. Merchant
F. D. Morgan
C. H. Maison
L. W. Rulien

bg

RECEIVED
FEB 3 - 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFO-198(-)
6714

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 28, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project ERFO-198(2)
Zigzag - Mt. Hood Section
Mt. Hood Highway
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's January 6, 1966 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The item providing for royalty on rock taken from Polallie Creek (Really Gray) quarry is eligible for participation only on that portion which was taken out and used under the equipment rental items. That portion used by the contractor under the appropriate contract unit prices should be segregated, since this was never approved as a mandatory source.

The actions covered herein involve temporary repairs on 41.3 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $85,021.00 and State Force account work amount of $14,586.00. Estimated emergency fund participation is to be 100% financing or $99,607.00

Findings regarding nonincidental permanent repairs on the project by State Forces were previously transmitted on May 28, 1965. We concurred in the contract awards for Polallie Cr. - Yellow Jacket Cr. and Zigzag River Br. Section on July 6 and October 14, 1965.

REFERRED TO
Young w/encls.
BY ASST. STATE HWY. ENGR. 2-2-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Zig Zag River Bridge	WEEK ENDING: Jan. 7, 1966
		SECTION PREFIX: 3-1091
	HIGHWAY: Mt. Hood	COUNTY: Clackamas
NAME OF JOB: Zig Zag River Bridge	KIND OF WORK: Slope Protection	
CONTRACTOR: Cushing & Webber	CONTRACT NUMBER: 6724	FEDERAL AID PROJECT NUMBER: IRFO 198(2)
DATE OF CONTRACT: Oct. 12, 1965	DATE WORK STARTED: Nov. 2, 1965	ESTIMATED COMPLETION DATE: Dec. 23, 1965
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS: 61	WORK DAYS USED: 55
	SPECIFIED CALENDAR DAYS: 61	CALENDAR DAYS USED: 55
	SPECIFIED COMPLETION DATE: Dec. 31, 1965	PERCENT OF TIME ELAPSED: 90
PROJECT AUTHORIZATION: $ 41,101.75	ENGINEERING AUTHORIZATION: $ 3,366.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 37,734.95	ENGINEERING COST TO DATE: $ 3,907.24	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 131
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,707.92		DATE PROJECT WAS COMPLETED: Dec. 23, 1965
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.8 %	PERCENT OF AUTHORIZATION 116 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Slope Paving 100%
			Gen. Exc. 100%	Toe R. 100%			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			800	670			11,200
TOTAL QUANTITIES CORRECTED TO DATE			2100	540			11,880
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			2100	540			11,880
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY Jan. 7	The semifinal estimate was submitted to Division Office Today.
SATURDAY	

REMARKS

FINAL WEEKLY REPORT

SIGNED Lowell ... Johnston LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES.

BP-7-215

RECEIVED
FEB 1 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ERFO-198(2)

6724

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on Dec. 23, 1965, on Contract No. 6724, Zigzag River Bridge Section, in Clackamas County, in connection with Federal-Aid Project No. ERFO-198(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: January 20, 1966

Conditions noted on above date:

None

A. W. Parsons
Division Engineer

By: G. R. Brooks
District Engineer

L. H. Young 1-31-66

RECEIVED
DEC 20 1965
FHWA FILING
ERFO-198(2)
6714

Salem, Oregon
December 17, 1965

Increase in Project
Authorization

Mr. Lowell A. Johnston
Resident Highway Engineer
P. O. Box 02157
Portland, Oregon 97202

This is to advise you that at its meeting of December 14, 1965, the Highway Commission approved an increase of $10,000.00 in project authorization on Contract No. 6724, Zigzag Bridge Section of the Mt. Hood Highway in Clackamas County.

The new authorization for construction is $41,101.75. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

VG:jb

cc: L. W. Rulien

RECEIVED
DEC 7 - 1965
FOR FILING
ERFO-198(2)
6724

December 7, 1965

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6724, the Zigzag River slope protection project on the Mount Hood Highway in Clackamas County is anticipated. Cumming & Webber, Inc. of Portland is the contractor. The original project authorization was $31,101.75. The present anticipated cost is $41,101.75, indicating an overrun of $10,000 or 32.2 percent. This is an E. R. project financed 100 percent with federal funds.

The reasons for this overrun are due to increased quantities of general excavation unclassified and slope protection required to adequately protect the roadway fill adjacent to the Zigzag River.

This request for an additional authorization will be presented to you at the December 14 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien

DES:rw:nh fn

FORM E-10 BOM 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 3, 1965

SUBJECT: Overrun of Project Authorization
Zigzag River Section
Mount Hood Highway
Contract No. 6724

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

Attached is a report on an expected overrun of project authorization on the subject contract. This project for slope protection is under contract to Cumming and Webber, Inc. of Portland. The original project authorization was $31,101.75. The present anticipated cost is $41,101.75, indicating an overrun of $10,000 or 32.2%.

The reasons for this overrun are primarily due to increased quantities of two bid items. The original plans underestimated the quantities of general excavation unclassified and slope protection. When the slope protection was staked in the field it was determined that the plan quantities were considerably less than what was actually required to complete the project. The overrun in these items amounts to $9,544.

It is recommended that the project authorization be increased by $10,000, from $31,101.75 to $41,101.75.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:rw;nh

Attach.

cc: L. H. Young

Approved
Asst. State Hwy. Engr.

RECEIVED
DEC 2 9 1965
FOR FILING

Form No. [illegible] 7-65

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Kings River Section Date November 23, 1965

Highway Mt. Hood Contract No. 6724

County Clackamas Kind of Work Slope Protection Contractor Cumming & Webber

Contract Amount $ 27,646.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
Item #1 Gen. Exc. Unclass.	1200		8,400
	~~2000~~	7.00	~~14,000.00~~
	-120		-1,080
Item #2 Toe Trench Exc.	~~950~~	9.00	~~8,550.00~~
	800		1,144
Item #3 Slope Protection	~~12000~~	1.43	~~17,160.00~~

Minor items, unitemized algebraic total .....

Subtotal ..... $ 36,110.00

Approved work orders (Price, extra work and state force orders) ..... $ 0

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	
	0
Minor items, unitemized algebraic total	0

Subtotal ..... $ 0

Authorization for engineering ..... $ 2,211.68

Expected over-run or under-run of engineering authorization ..... $ 1,155.12

Costs not included above (explain) ..... $ 0

Allowance for future contingencies (4½ % of work remaining) ..... $ 1,624.95

Credits to come from transfers and deductions ..... $ 0

Present estimate of project cost ..... $ 41,101.75

Brief Statement of principal causes of over-run:

The original plans do not allow sufficient quantities to properly complete the project.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 31,101.75
Present estimate of project cost	$ 41,101.75
Expected over-run (Amount)	$ 10,000.00
Expected over-run (per cent)	32.2%

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 80719

RECEIVED
DEC 27 1965
FHWA-OREG

ERFO-198(2)

6724

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Zigzag River Bridge Date NOV.

Highway Mt. Hood Contract No. 6724

County Clackamas Prefix 3-1091

Contractor Cumming & Webber, Inc. F. A. Project No. ERFO-198(2)

Address 600 S.E. 181st Ave., Portland, Oregon 97233 Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Flagging

Location by station numbers:

Throughout Project --- Sta. 1002 - 1005

Estimate of quantities and cost:

1. Maximum equipment rates as per AGC and State Agreement
2. Percentage allowed contractor in accordance with executed contract for this job.
3. Estimated cost of flagging -$100.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagging not set up in authorization.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 31,101.75
Present estimate of project cost, including $ 100.00 for work under this order	$ 41,101.75
Expected ~~under-run~~ over-run amount	$ 10,000.00
Expected ~~under-run~~ over-run per cent	32.2

Space to right of this line is for use of Salem Office

Submitted by: /s/ Lowell A. Johnston
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved /s/ L. H. Young
~~State Bridge Engineer~~ Office Engineer.

State Printing

RECEIVED
OCT 27 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO 6724 Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

DATE: October 22, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-198(2)
Zigzag River Bridge Section
Slope Protection

As requested in Mr. Young's letter of October 20, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 14, 1965 in the award of contract No. 6724 to Cumming & Webber, Inc., of Portland, Oregon, low bidder in the amount of $27,646.00 at the October 12, 1965 bid opening.

REFERRED TO
10-26-65
By Asst. State Hwy. Engr.

RECEIVED
OCT 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1965
FOR FILING
ERFO-198(2)
6724

October 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 13, 1965 is requested in the award of contract for the Zigzag River Bridge Section, Project No. ERFO-198(2).

The contractor receiving the award is Cumming & Webber, Inc. in the amount of $27,646.00 with the Contract No. 6724 assigned. This bid was received on October 12, 1965 and awarded October 14, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
OCT 19 1965
FILE

FORM S-139
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. SIDLEY, MEMBER
SALEM
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

RFO-198(2)

6724

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 18, 1965

Cumming & Webber, Inc.
600 S.E. 181st Avenue
Portland 33, Oregon

Gentlemen:

The State Highway Commission on October 14, 1965, awarded to you State Highway Contract No. 6724 for the following project:

Reinf. conc. slope protection on the Zigzag River Bridge Section of the Mt. Hood Highway in Clackamas County.

This award was based on your bid of $27,646.00 which was submitted to the Commission on October 12, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

OCT 12 1965

Form CD-121 (FC A.O. 200-10) UNITED STATES GOVERNMENT

Memorandum

ERFO-198(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6721 Salem, Oregon

DATE: October 7, 1965

In reply refer to: 08-35.4-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project No. ERFO-198(2)
Zigzag-Mt. Hood Section
Mt. Hood Highway
State Force Order No. 7 - Revised

Mr. Young's letter of September 28, 1965 furnished copies of subject State Force Order covering replacement of guard rail, left and right, at the east and west end of the Zigzag River Bridge at M.P. 43.81 and the replacement of guard rail on the right, approximately 400 feet, at M.P. 50.00 on the subject project. This letter confirms our September 14, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter, and in the estimated amount of $4,300 with Federal participation of 100%.

It is our understanding that outside forces are to be contracted through your Department of Finance to perform the excavation of holes for guard rail posts. Since the State is not equipped to perform this type of work and because the amount involved is quite small, this procedure is hereby approved for this order.

Your State force order also covers furnishing of materials as part of your operations. If you propose to request participation in the cost of these and they are not available from State-owned sources or stocks, you should set forth your anticipated method of procurement so eligibility may be clearly established prior to performance.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

REFERRED TO
Asst. State Hwy. Engr. 10-12-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

Item # 137

APPLYING TO CONTRACT PROJECTS

Order No. 7- Revised

Project Name Replace Guard Rail Date September 13, 1965

Highway Mt. Hood # 26 Contract No. --- F. A. Project No. ERFO-19(2)

County Clackamas Prefix S-4715 Account No. 153 DF

Description of Work To Be Done:

1. Replace guard rail, left and right, at east and west ends of Zigzag River Bridge, approximately 460' long, at M.P. 43.81.

2. Replace guard rail on right, approximately 400', at M.P. 50.00.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date ____ By _____
Title _____
U.S. Bureau of Public Roads

Location by Station Numbers:

M.P. 43.81 and M.P. 50.00

Estimate of Quantities and Costs:

State Forces	(Labor:	$m 1,391.00
	(Equipment	925.00
	(Material	1,375.00
	Contr. Punched Holes	609.00
	Total	$ 4,300.00

Explanation:

Work is expected to start about October 1, 1965.
All work except excavating or punching of holes to be performed by State Forces.
Work by Contractor will be approximately 10% of original authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $ _____
Present estimate of project cost, including
$4,300.00 for work under this order $ _____
Expected under-run / over-run (amount) . . . . . $ _____
Expected under-run / over-run (per cent) . . . . . _____

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. H. Haller Jr. — Resident Engineer

Approval Recommended: F. D. Morgan — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. M. Rulien — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
SEP 28 1965

BHFO-19E(2)
724

September 28, 1965

Mr. A. E. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 7-Revised, Account No. 150 to document change in original order on the Zigzag - Mt. Hood Section of the Mt. Hood #26 Highway in Clackamas County, in connection with Federal-Aid Project No. BHFO-19C(2).

The revised order includes some outside forces to be contracted through the Department of Finance in similar manner to formal contracting. The contract work involves excavation of holes for guard rail posts and amounts to 14.2% of the total order.

This work was tentatively approved by the BPR District Engineer and the Assistant Engineering Coordinator September 14, 1965. Your approval as of that date, under the provisions of PPM 21-4.3, on actual cost basis, is requested.

The estimated total of the revised order is $4,300.00 with Federal Participation of 100%.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. E. Young
Office Engineer

Gdf:cdp

cc: F. D. Morgan
E. E. Chase

RECEIVED
SEP 29 1965
EQUIPMENT

ERFO-198(2)

Form CD-121 (11-63) (Prgs. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

6724

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 20, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-198(2)
Zigzag River Bridge Section
Slope Protection

You were authorized to advertise a portion of the subject project for bids in our August 9, 1965 memorandum. Revised P.S. & E. documents have been reviewed and are hereby approved. You are authorized to re-advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, as indicated in Mr. Oakes' July 28, 1965 report and that you will obtain the necessary permit from the Forest Service (File No. 38196 - Easement) prior to our concurrence in award.

Mr. Young's September 8, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

REFERRED TO Young w/encl.
ASST. STATE HWY. ENGR.
9-29-65

NOTED
E.B. KLABOE

STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 20 1965
FOR FILING

Form CO-121 (11-63) Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KL/ABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-198(2)
Zigzag River Bridge Section
Slope Protection

This will confirm our verbal rejection of September 9, 1965 to your request to authorize advertising of the above project.

This rejection is based on insufficient justification on your engineer's estimate.

REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.

Please report. Do this job a "must"?
9-20-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 13 1965
FOR FILING

CO-121 UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 7, 1965

In reply refer to: 08-35.2-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ERFO-198(2)
Zigzag River Bridge Section
Slope Protection

As requested by Mr. Young's September 2, 1965 letter, we concur in the rejection of the single bid from Schrader Construction Co., Inc. for $31,760.00 which is 134% over the engineer's estimate.

We have received your revised estimate on the subject project, raised from $13,572.50 to $26,820.00 on the basis, as far as our information is concerned, of identical work to be performed.

We are unable to reconcile these two estimates on such meager information and must have further supporting data before we can authorize advertising.

Send to June - Young
Please supply BPR with info.

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 3 - 1965
FOR FILING

September 2, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Concurrence is requested in rejecting the bid received August 31, 1965 for the Zigzag River Bridge Section, Project No. SRPO-198(2).

The engineer's estimate for this project was $13,572.50. The only bid received was from Schrader Construction Co. Inc. in the amount of $31,760.00 or 134% over the estimate, which is considered too high for the Highway Commission to accept.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ks

RECEIVED
AUG 31 1965
FOR FILING

ERFO-171(2)

August 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of revised P.S. and E. estimate for the Zigzag-Mt. Hood Section, Project No. ERFO-198(2). Estimate revised to reduce amount in authorized status for use on other projects as shown below.

Increase	Action	Present	Change	New Total
ERFO-152(2)	P.S. & E.	$ 73,000	$28,217	$101,217
ERFO-184(3)	P.A.	350,000	20,571	370,571
ERFO-178(1)	P.S. & E.	7,000	6,815	13,815
			$55,603	

Decrease				
ERFO-198(2)	Revised P.S. & E.	$698,000	$55,103	$642,897

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. M. Chase
Assistant Office Engineer

DAR:bb

RECEIVED
AUG 11 1965

Form DO-32
(1-63)
(Prev. by
Auth. as FORM

UNITED STATES GOVERNMENT

Memorandum

Maint

Topic

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 9, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
198(2) Salem, Oregon

By: G. R. Brooks
District Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

SUBJECT: Oregon Project ERFO-198(2)
Zigzag River Bridge Section
Slope Protection

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, as indicated in Mr. Oakes' July 28, 1965 report, and that you will obtain the necessary permit from the Forest Service (File No. 38196-Easement) prior to our concurrence in award.

Mr. Litchfield's August 5, 1965 Utility Status Report indicates no utility adjustments are involved.

Mr. Young's August 6, 1965 letter indicates that nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest, but that approval by the Fish and Game Commissions has not been received. This clearance must be furnished prior to our concurrence in award.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
copies to Oakes, Litchfield
8-12-65

RECEIVED
AUG 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-421 (11-63) (Prescribed by A.O. 80-2)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

RECEIVED JUN 1 1965

FOR FILING

KLABOE
Young

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 28, 1965

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-198(2)
Zigzag-Mt. Hood Section, Mt. Hood Highway
State Force Orders 6 through 12

Mr. Young's letter of May 24, 1965 furnished copies of subject State Force Orders covering work as follows:

Order No.	Milepost	Work
6	48.81	Surface and pave bridge ends
7	43.81	Guardrail at bridge ends
	50.00	400' guardrail
8	46.02	Oil shoulders
9	48.1-48.3	Rebuild and recoil shoulders
10	48.1-48.3	Pit run to rebuild shoulders
11	58.25	Restore and repave washout
12	65.54	Restore and repave Mitchell Cr. washout

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $14,634.50, with Federal participation of $14,634.50 if additional funds are made available.

(more)

orig to Young
w/attachs.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

6-4-65

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

This action is made with the understanding that Federal participation is subject to further administrative action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-108—Std

STATE COPY

Item #167

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Resurface damaged sections Date February 24, 1965

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Clackamas Prefix 3-4715 Account No. 104 DF

Description of Work To Be Done:

Place approximately 250 feet of 3/4 - 0 leveling course and repave approximately 400 feet at Zigzag River Bridge ends with A.C. Pavement.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 18 1965 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

MP 43.81

Estimate of Quantities and Costs:

Labor to place rock base	$ 100.00
Equipment	50.00
Material - approximately 52 c.y.	160.00
271 tons asphaltic concrete at 9.50	2,574.50
Total	$2,884.50

Explanation:

Work to be done by State Forces.

Price for A.C. is 9.50, laid, by State crews

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough
Resident Engineer

Approval Recommended: /s/ F. D. Morgan
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-106—632

STATE COPY

Item #167

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 7

Project Name Replace guard rail Date February 24, 19 65

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Clackamas Prefix 3-4715 Account No. 153 DF

Description of Work To Be Done:

1. Replace guard rail, left and right, at east and west ends of Zigzag River Bridge, approximately 460' long, at MP 43.81.

2. Replace guard rail on right, approximately 400', at MP 50.00

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 18 1965 By [signature] Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

MP 43.81 and MP 50.00

Estimate of Quantities and Costs:

Labor	$2,000.00
Equipment	925.00
Material	1,375.00
Total	$4,300.00

Explanation:

Work to be done by State Forces

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough — Resident Engineer

Approval Recommended: /s/ F. D. Morgan — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-188—Std

STATE COPY

Item #167

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name Mile Bridge Oiling of Shoulders Date February 24, 1965

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Clackamas Prefix 3-4715 Account No. 131 DF

Description of Work To Be Done:

Reoil shoulders 6' wide by 600' long on left, west of Mile Bridge,

and 6' wide by 400' long, east of Mile Bridge.

APPROVED
Contingent upon modification of
project agreement to federal
[illegible]
Date MAY 10 1965 [illegible]
Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Sta. 457+15

MP 46.02

Estimate of Quantities and Costs:

Labor	$ 100.00
Equipment	50.00
Materials	300.00
Total	$ 450.00

Explanation:

Work to be done by State Forces

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough — Resident Engineer

Approval Recommended: /s/ F. D. Morgan — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-108—SM

STATE COPY

Item #167

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 9

Project Name Shoulder Oiling Date February 24, 1965

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Clackamas Prefix 3-4715 Account No. 131 DF

Description of Work To Be Done:

Rebuilding of shoulder area, left, with 3/4 - 0 leveling course,

and reoil shoulder area with Type O-11.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 10 1965 By /s/ L. W. Rulien
This Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Sta. 337+66 to 347+66 Lt.

MP 48.1 to 48.3

Estimate of Quantities and Costs:

Labor	$ 160.00
Equipment	75.00
Materials	765.00
Total	$1,000.00

Explanation:

Work to be done by State Forces

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....

Present estimate of project cost, including

$..... for work under this order $.....

Expected under-run / over-run (amount) . . . . . $.....

Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough — Resident Engineer

Approval Recommended: /s/ F. D. Morgan — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-106—6M

Item #167

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 10

Project Name Rebuild washed out area Date February 24, 19 65

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Clackamas Prefix 3-4715 Account No. 131 DF

Description of Work To Be Done:

Fill washout area left of shoulder with pit run material.

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 1 0 1965
[signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Location by Station Numbers:

Lt. Sta. 337+66 to 347+66

MP 48.1 to MP 48.3

Estimate of Quantities and Costs:

Area approximately 2.5' x 4.0' x 1000', approximately 400 cu. yd.

Labor	$ 200.00
Equipment	200.00
Total	$ 400.00

Explanation:

Work to be done by State Forces

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$..... for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

STATE COPY

Item #167

Form A-108—387

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name Replace fill and pave surface Date February 26, 19 65

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Clackamas Prefix 3-4715 Account No. 164 DF

Description of Work To Be Done:

Replace washed out area at East Fork of Salmon River.

Pave surface of replaced area with asphaltic concrete.

APPROVED
Contingent upon ... project ... funds are ...
Date MAY 10 1965 ... Title Div. Engr.
U.S. Bureau of Public Roads

Location by Station Numbers:

MP 58.25

Estimate of Quantities and Costs:

Labor	$ 1,500
Equipment	1,000
Material (40 c.y. rock)	120
15 tons asphaltic concrete	150
Total	$ 2,770

Explanation:

Work to be done by State Forces

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$..... for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form A-[illegible]

STATE COPY

Item #167

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 12

Project Name Mitchell Creek washout Date February 26, 19 65

Highway Mt. Hood #26 Contract No. F. A. Project No. ERFO-198(2)

County Hood River Prefix 14-4719 Account No. 164 DF

Description of Work To Be Done:

Replace washed out area and pave surface of same at Mitchell Creek. Damage due to second flood.

APPROVED
Contingent upon [illegible] of project [illegible] funds are [illegible]
Date MAY 10 1965 Title
U.S. Bureau of Public Roads

Location by Station Numbers:

MP 65.54

Estimate of Quantities and Costs:

Labor	$ 1,500
Equipment	1,000
Materials - 50 c.y. rock	150
* 20 tons A.C. paving @ 9.50	180
Total	$ 2,830

Explanation:

Work to be done by State Forces

* Division I price for A.C. paving, 9.50 ton

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $.....
Present estimate of project cost, including
$..... for work under this order $.....
Expected under-run / over-run (amount) . . . . . $.....
Expected under-run / over-run (per cent) . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ D. D. Rohrbough, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ L. W. Rulien, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

Form C6-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 3, 1965

In reply refer to: 08-35.3-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as noted below:

Item	Project	Location	Approved
56	ER-96(2)	John Day River Bridge	4/23/65
126	ER-175(1)	FAS-C Routes Umatilla Co.	4/23/65
166	ER-198(1)	Sandy-Zigzag	4/23/65
167	ERFO-198(2)	Zigzag-Mt. Hood P.O.	4/23/65
168	ER-198(3)	Mt. Hood P.O.-Hood River	4/23/65

These projects shall be governed by PPM 23-1.

Approval of Item 56, ER-96(2) is conditioned upon the determination of responsibility of the Corps of Engineers in regard to the damaged portions of the highway and the John Day River Bridge.

Item 126, ER-175(1) provides for repairs to FAS-C routes in Umatilla County, and our field review of the work indicates that FAS 474 is ineligible for emergency funds under paragraph 5b of PPM 23-1. This route and the estimated cost of $15,100 has been deleted from the PR-1 form.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Federal Emergency Funds approved to date are summarized as follows:

	63% funds	63% token funds	100% funds	100% token funds
Previous	$717,500	$448,150	$3,099,660	$263,980
This action	0	57,940**	0	34,000
New balance	$717,500	$506,090	$3,099,660	$297,980
Totals:	$1,223,590		$3,397,640*	

orig to Young 5-6-65

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

copy to Marlow 5-6-65

* Includes $1,615,000 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

** Includes $795.00 for PR-9, Item 65 - approved 4/23/65.

The total estimated cost for these projects is $1,812,900.

RECEIVED
MAY 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROG

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)		2,400 300	4,800 600	80	08	Oregon	35	092	167
			(66) (70)	(71) (72)			(2) (3)	(4) (9)	(14) (18)

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
(68) (69)	(70)	(71)	64-1 (72) (73)	(74) (75)	ERFO-	198(2)		(24) (26)	27
					14 23	7 18			

COUNTY NAME: Clackamas and Hood River — CODE: 005 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 24 & 115 (32) — STATE: 26 (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
	19,000	950	18,050		PE Temporary work and permanent restoration or reconstruction. Roadway embankment, structures, rock base, bit.surf. riprap, debris removal, etc. (Work by State Forces and contract methods-negotiated or regular.) ROW - 200' normal; Access Control - partial; Parking Restrictions - none.
	651,000	33,050	617,950		
41.30*	670,000	34,000 **	636,000		
	(16) (23)	(24) (33)			

REMARKS: Damage to highway caused by severe rainstorms and resulting floods of Dec. 22, 1964 and Jan. 28, 1965.

* Intermittent Sections

** 5% Basis - to be increased to maximum pro rata when additional funds become available.

USCOMM DUSCOMM-DC 46905-P61

ZIGZAG TO MT. HOOD SECTION

PROJECT NO. ERFO-198(2)

Existing Facilities

Roadway: The highway is located on FA Route 24 from Zigzag at MP 42.23 to MP 57.45. From this point to MP 85.09 the community of Mt. Hood is on FAS Route 115. The existing roadway consists of approximately 15 miles of 16' bituminous surface with 2' shoulders; 4 miles of 20' bituminous surface, 3' shoulders; 13 miles 22' bituminous surface, 4' shoulders and 10 miles, 24' asphaltic concrete, 2'-6' shoulders.

Structures: The existing structures consist of 7 concrete bridges, length 966'.

Project Data

This section of the Mt. Hood Highway extends from Zigzag up the west slope of the Cascade Range around the base of Mt. Hood and thence down the east slope to the community of Mt. Hood. Adjacent topography is extremely rugged. The highway is located adjacent and parallel to the Zigzag River on the west slope and in like manner, the East Fork Hood River on the east slope. The severe rainstorms of Dec. 22, 1964 and Jan. 28, 1965 resulted in extremely high flood waters in these and other intersecting streams causing heavy damage to the highway at intermittent points throughout except the summit portion of the project where snow meltage was less due to the higher elevations and flood damage less extensive.

The areas adjacent to the highway are timbered and the resulting debris and drift in the streams caused plugging and damage to minor and major structures and ditches. The drift jams which developed at several of the structures also backed up the water sufficiently to overflow and seriously damaged the adjacent roadway sections. Heavy washout damage to the roadway embankments, shoulders and surfacing also occurred at many points by the high waters of adjacent parallel streams and these will require major restoration and reconstruction. The section along the east slope of the Cascade Range between Polallie Creek and the community of Mt. Hood was expecially badly damaged and a survey is being made to determine necessary corrections of alignment, drainage and stream channelization of the parallel portions of the East Fork Hood River and other intersecting streams.

The proposed projec
rect drainage and r
reconstruction of t
tities or cost iten
are as follows:

Roadway Embankment
Culvert Pipe
Guard Rail
Riprap
Clearing and Grubbi
Rock Base and Pavin
Channel Restoration
Remove Debris and I

Estimated Cost - Ci
Ho

ZIGZAG TO MT. HOOD SECTION

PROJECT NO. ERFO-198(2)

from Zigzag at
to MP 85.09
te 115. The
tely 15 miles
lders; 4 miles
s; 13 miles 22'
0 miles, 24'

oncrete bridges,

igzag up the
Mt. Hood and
Hood. Adjacent
ated adjacent
and in like
The severe
ted in extremely
treams causing
throughout ex-
eltage was less
extensive.

the resulting
damage to minor
which developed
er sufficiently
way sections.
oulders and
waters of adja-
restoration and
of the Cascade
t. Hood was
to determine
ream channeli-
ood River and

The proposed project consists of necessary emergency work to correct drainage and restore traffic and the permanent restoration or reconstruction of the damaged facilities. Approximate major quantities or cost items generating the estimated total cost of project are as follows:

Roadway Embankment Restoration	200,000 cu.yds.
Culvert Pipe	300 lin.ft.
Guard Rail	1,100 lin.ft.
Riprap	20,000 cu.yds.
Clearing and Grubbing	$ 6,000
Rock Base and Paving	$100,000
Channel Restoration	$ 22,000
Remove Debris and Drift, Drainage Repairs	$ 30,000

Estimated Cost - Clackamas County $135,000
Hood River County $535,000

104-1124	Klaskanine R. Bridge Rec., Nehalem Hwy. (Widen existing Bridge)	1965
#6725		

RECEIVED
JUL 14 1966
FOR FILING
104-1124
6725

July 12, 1966

Glens Falls Insurance Company
Pacific Coast Department
Cahill Building
San Francisco, California 94104

Gentlemen:

A post-final payment for $1,407.60 will be made to Ross Bros. Construction, Inc., on Contract No. 6725 for construction of the Klaskanine River Bridge on the Nehalem Highway in Clatsop County, as soon as the warrant is prepared.

The total amount paid on this contract will be $55,961.05 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm
cc Ross Bros. Constr., Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon

C.H. Maison
Attn: John Herr

RECEIVED
JUN 21 1966
FOR FILING

104-1124

6725

June 21, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

Contract No. 6725 awarded to Ross Bros. Construction, Inc., for construction of the Klaskanine River Bridge on the Nehalem Highway in Clatsop County was completed on April 7, 1966, and accepted by the Highway Commission on June 20, 1966.

Final payment in the amount of $1,754.69 will be released to the contractor after June 28, 1966. The total contract amount is $54,553.45 and no work was performed under force account.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Bourland Insurance Agency
1980 Fairgrounds Road, N.E.
Salem, Oregon

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUN 20 1966
FOR FILING
104-1124
6725

June 20, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 7, 1966, on Contract No. 6725. The contract was with Ross Bros. Construction, Inc. and was for construction of the Klaskanine River Bridge on the Nehalem Highway in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 20, 1966, and that you concur in this procedure at the Commission meeting on July 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
R. D. Asburry

bg

REC
JUN 2 7 1966
FOR

104-#24

6725

Agenda
Item 3K
#1
6-2-66

June 3, 1966

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on June 2 considered your request for an extension of time on Contract No. 6725 for the Klaskanine River Bridge on the Nehalem Highway in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to April 9, 1966.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc R.D. Asburry
Geo. Danforth
L.H. Young
Ivan Merchant
C.H. Maison

E-230 (Rev.)—5M—9-64

RECEIVED
APR 11 19
OF
DIVISION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 21 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 15, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 3-19-66 days to 4-9-66 days, within which to complete our Contract No. #6725, without the assessment of liquidated damages. The said contract is described as follows: Widening of Klaskanine River Bridge on the Nehalem Highway in Clatsop County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. The plans did not follow the actual project conditions and required changes and alterations as the work progressed. This tended to slow the overall project.

2. Several phases of the work had to be stopped until dimensions were verified and materials fabricated accordingly.

Respectfully submitted,

Ross Bros. Construction, Inc.
Contractor

By K. K. Ross

CONSENT OF SURETY

Date March 15, 19 66

We, Glens Falls Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl D. Bourland
Attorney-in-fact

(SEAL)

Earl D. Bourland
Resident Agent

Earl D. Bourland

OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAR 17 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6725 Contractor Ross Bros. Construction, Inc.

Highway Nehalem

Section Klaskanine River Bridge

Kind of Work Widen Bridge

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Reasons as stated on the reverse side, andthe weather for several weeks has not been suitable for properly finishing the concrete.

George Danforth
George Danforth
Res. Br. Engr.

Recommended for Approval:

R. W. Ashbury
Division Engineer

Ivan V. Merchant
~~Construction Engineer or~~
Bridge Engineer

E. W. Stevens
Asst.
State Highway Engineer

Contract No. 6725

Project designation State
State-Federal

Date awarded October 14, 1965

Work started November 11, 1965

Per cent completed 95
Date

No. of Workdays Allowed

Completion date Mar. 19, 1966

No. of Workdays Used

No. of Added Workdays Requested

BP*0806-734

RECEIVED
APR 28 1966

6725

April 28, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
June 2, 1966 meeting

Gentlemen:

Ross Bros. Construction, Inc., contractor for widening the Klaskanine River Bridge on the Nehalem Highway in Clatsop County, Contract 6725, has requested that the specified completion date of March 19, 1966, be advanced to April 9, 1966, without assessment of liquidated damages. The contractor's request is based on the fact that the plans did not follow the actual project conditions, thus requiring changes and alterations as the work progressed, and several phases of the work had to be stopped until dimensions were verified and materials fabricated accordingly.

The contractor's contention is correct. The work involved widening an existing structure that was built originally in 1921. Plans for the widening work were developed from field sketches, as no construction plans were available. As the widening work progressed, it was found that the bridge (as constructed originally and sketched) did not correspond exactly to the new plans prepared for the widening. Time required to develop corrected details delayed the contractor's operations.

Because of conditions beyond the contractor's control, I recommend that the completion date be advanced to April 9, 1966, without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the June 2 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Asburry

CAG:jf bg

FORM E-125

RECEIVED
OCT 19 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. WILLIAMSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

104-11-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

October 18, 1965

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon

Gentlemen:

The State Highway Commission on October 14, 1965, awarded to you State Highway Contract No. 6725 for the following project:

Widening of the Klaskanine River Bridge on the Nehalem Highway in Clatsop County.

This award was based on your bid of $54,885.00 which was submitted to the Commission on October 14, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
SEP 20 1965
FOR

Commissioners
Wayne D. Phillips, Baker
Chairman
Fallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

TC 12

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 15 1965 PM
7,8,9,10,11,12,1,2,3,4,5,6

September 14, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. I. D. Merchant

Dear Sir:

We are replying to your letter of August 26, 1965 which enclosed plans for a bridge, (No. 3104A) crossing the Klaskanine River on Nehalem Highway, Clatsop County.

We have a copy of the letter regarding this project, dated September 7, 1965, from the Oregon Fish Commission to your office. As one of the hatcheries of this agency is located in the project area, we feel that they have considered any apparent problems, and we concur with their comments.

Thank you for the opportunity of reviewing the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK:dm

cc: Director, OFC
R. D. Asburry (2)
Fred Klaboe
L. H. Young
Frank Hall
J. E. Morelock
F. D. Morgan

NOTED
T. C. ROAKE

RECEIVED
SEP 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 31 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

August 26, 1965

Mr. P. W. Schneider
State Game Director
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Dear Sir:

Klaskanine River Bridge Site M.P. 10.43
Astoria-Klaskanine Summit Section
Nehalem Highway
Clatsop County
Bridge No. 3104A

Attached is one print of Drawing No. 20901 which is the vicinity map and profile of the proposed subject bridge.

We would appreciate very much if you would review this site and send us your comments relative to Fish and Game Life.

This data is forwarded to satisfy requirements of the Bureau of Public Roads in their Instructional Memo 21-5-63 dated June 12, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By ORIGINAL SIGNED
T. C. ROAKE
Theo. C. Roake
Assistant Bridge Engineer

IDM-TCR:mm
Attachment

cc: Mr. R. D. Asburry (2)
Mr. F. Klaboe
Mr. L. H. Young
Mr. Frank Hall
Mr. F. D. Morgan
Mr. J. E. Morelock

RECEIVED
AUG 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FR-111(2)	Parks Creek Section of the Ochoco Hwy. (Grad. stone base & structure)	1965
#6726		

RECEIVED
JUL 15 1966
FOR FILING

EA 111 (3)

6726

July 14, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6726 awarded to Kinnan Logging Company for grading, stone base, and structure on the Marks Creek Section of the Ochoco Highway in Crook County was completed on April 29, 1966, and accepted by the Highway Commission on July 13, 1966.

Final payment in the amount of $5,028.51 will be released to the contractor after July 21, 1966. The total contract amount is $90,362.72 including $2,019.12 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Kinnan Logging Company
Camas Valley, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 14 1966
FOR FILING

EE-111 (2)

6726

July 13, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 29, 1966, on Contract No. 6726. The contract was with Kinnan Logging Company and was for grading, stone base, and structure on the Marks Creek Section of the Ochoco Highway in Crook County.

As the contractor has completed all work according to specifications, I recommend that you accept the project on this date.

This matter will be on the agenda for confirmation at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maison
J. F. Putnam

bg

FORM E-163X 50M 7-65
RECEIVED
JUN 7 - 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

ER-111(2)
6726

May 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 29, 1966 on Contract No. 6726, Marks Cr. (MP 37.1 & 39.4 Section), in Crook County, in connection with Federal-Aid Project No. ERFO-111(2)

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 5-31-66

Conditions Noted on Above Date:

None.

A. W. Parsons
Division Engineer

By: G R Brooks

G. R. Brooks
District Engineer

WNB:

RECEIVED
JUN 6 1966
OFFICE
STATE HIGHWAY ENGINEER

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Marks Cr. (MP 37.1 & MP 39.4)	WEEK ENDING: April 30, 1966
		SECTION PREFIX: 7-1040
	HIGHWAY: Ochoco	COUNTY: Crook
NAME OF JOB: Marks Cr. (MP 37.1 & MP 39.4)	KIND OF WORK: Grading, Stone Base, and Structure	
CONTRACTOR: Kinnan Logging Co.	CONTRACT NUMBER: 6726	FEDERAL AID PROJECT NUMBER: ERFO-111(2)
DATE OF CONTRACT: Oct. 14, 1965	DATE WORK STARTED: Nov. 30, 1965	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 5 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 110,154.60	SPECIFIED COMPLETION DATE: 4-30-66	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 102,321.32	ENGINEERING AUTHORIZATION: $ 7,833.22	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 92,000	ENGINEERING COST TO DATE: $ 8,100	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT ~~OVER~~ UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: 4-29-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.37	0.37			
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.37	0.37			
TOTAL ESTIMATED QUANTITIES (CONTRACT)	46800CY	2500CY 1130CY			
TOTAL QUANTITIES CORRECTED TO DATE	46800	1700 1000			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	46800	1700 1000			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	1				
HOURS PER SHIFT	10				

EQUIPMENT USED DURING THE WEEK

1 D-7 Cat., 1 Loader, 1 Blade, 1 Post Punch

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7651A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear			
MONDAY	"		0	
TUESDAY	"		0	
WEDNESDAY	"		0	
THURSDAY	"		0	
FRIDAY	"		0	
SATURDAY				

BEN CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Subcontractor, J. C. Denton & Sons, Inc., started guard rail installation sta. 836-838 lt., Unit B. Contractor cleaning up.
TUESDAY	Installing guard rail MP 37.1, Unit B. Contractor cleaning up.
WEDNESDAY	Subcontractor painting guard rail, Unit B; and installing guard rail at MP 39.1, Price Agreement No. 3. Contractor cleaning up.
THURSDAY	Placed 80 C.Y. 3/4-0 leveling, Unit A. Installing guard rail MP 39.1.
FRIDAY	Finished guard rail P.A. # 3.
SATURDAY	

REMARKS

Contract items on this project are complete. Prime contractor did an exceptionally good job on grading and rock inlay.

There still remains a State Force Order for an oil mat at slide area and at bridge approaches.

Final Report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
APR 5 - 1966
FOR FILING

ER-111(2)

6726

April 4, 1966

Johnson Instrument Company
4040 S. E. Division Street
Portland 2, Oregon

Attention: Mr. O. A. Johnson

Gentlemen:

We have received a copy of your letter dated March 25, addressed to Kinman Logging Company concerning your rental agreement for a Berger transit and accessories.

If this transit was used on a State Highway contract you might wish to file a claim against the contractor and bonding company. The contractor furnishes a performance bond on a contract which is given to assure completion of the contract and payment of all bills incurred in it.

We awarded the Kinman Logging Company two contracts in 1965 as follows:

1. 6693 for grading the Neahkahnie Mountain Slide Section on the Oregon Coast Highway in Tillamook County. Surety: United Pacific Insurance Company Agent: Mansfield & Company Awarded September 7, 1965, completed January 27, 1966. Accepted March 15, 1966.

2. 6726 for grading, stone base, and structure on the Marks Creek Section of the Ochoco Highway in Crook County. Surety: United Pacific Insurance Company Agent: Mansfield & Company. Awarded October 14, 1965. Job not completed.

As stated before, if this transit was used on a highway contract and if you wish to protect your claim under the bond, the claim should be filed with us and with the Secretary of State within six months after the contract has been accepted by the Highway Commission. Attached are excerpts from the Oregon Laws outlining the filing procedure.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

CWH:gc

BELMONT 4-1738

Johnson Instrument Co.
SURVEYORS AND ENGINEERS INSTRUMENTS
REPAIRED ☆ RENTED ☆ SOLD
4040 S.E. DIVISION STREET
PORTLAND 2, OREGON

REFERRED
TO Mrs. Query
FOR I have no knowledge
G. E. ROHDE
further this could
be.

25 March 1966

RECEIVED
MAR 29 1966
LEGAL & RIGHT OF WAY

Kinnan Valley Engineering Co.
Kinnan Valley Logging Co.
Camas Valley Oregon 97416

Gentlemen:

On 3 August 1965 on your purchase order #515 you rented from us our Berger transit #31588 and accessories.

We have as per our rental agreement sent you invoices each month for the rental. To date you have only paid us two months rental. To our other invoices and statements you pay also utmly no heed.

Unless we receive from you very shortly payment for all of the accrue rental and the return, in good condition, of the equipment or payment for the instrument and the accrued rental it will become necessary for us to take legal action against you and reque t the aid of the Police Department to gain possession of our property.

Very truly yours
O. A. Johnson
Johnson Instrument Co.

cc:
Oregon State Highway Department
Bureau of Land Management

Cec,
what goes - if anything?
7-62

COPIED
C. W. HEAD

STATE COPY

Monthly transaction number	RM PR-2A (1-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
2-8-7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
Project report number 6		County Crook & Wheeler
		Project number ERFO-111(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 29, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 228,537.00

Revised Federal funds $ 228,537.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2nd day of February, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

USCOMM-DC 6120-P63

Oregon State Highway Department

Federal Aid
Project No. ERFO-111(2)

S. W. BOUNDARY-N. E. BOUNDARY (OCHOCO NATIONAL FOREST)

SECTION OF THE OCHOCO HIGHWAY IN CROOK AND WHEELER COUNTIES

(Estimate as a basis for modification of project agreement. Based on low bid prices, estimated costs of temporary and permanent repair by State Forces and negotiated equipment rental.)

Salem, Oregon, November 5, 1965

Type Code 0010
Roadway (M.P. 33.45 to M.P. 47.7)(Contract No. 6592)

Moving Costs	All Required (35%)		$ 962.50
Front End Loader	128 hr.	$ 16.50	2,112.00
Tractor, 185 H.P. with Dozer & Ripper	103 hr.	34.00	3,502.00
Tractor, 75 H.P. with Dozer	50 hr.	20.00	1,000.00
Blade Grader	61 hr.	16.50	1,006.50
Truck, Dump	316 hr.	13.50	4,266.00
Wagon Drill, Track Mounted	45 hr.	17.50	787.50
Air Compressor	45 hr.	17.50	787.50
Powderman	45 hr.	6.00	270.00
Laborer	250 hr.	5.10	1,275.00
Explosives	1,630 lb.	0.48	782.40
	Subtotal		$ 18,426.00
	Engr& Cont.		1,674.60
	Total		$ 18,426.00

Type Code X081
Marks Cr. Br. (#7650-A)(Sta. 818+00 to Sta. 818+60)(Contract No. 6592)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	$ 5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Required		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement	All Required		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$ 26,467.00
Guard Rail (State Forces)	All Required		$ 2,000.00
Cons't Detour (State Forces)	All Required		7,500.00
	Subtotal		$ 35,967.00
	Engr. & Cont.		3,596.00
	Total		$ 39,563.00

Type Code 2010
Roadway (Sta. 701+00 to Sta. 712+00)(Sta. 833+00 to Sta. 842+50)(Contract No. 6726)

Clearing and Grubbing	All Required		$ 1,500.00
General Excavation, Unclassified (Unit "A")	20,300 cu.yd.	$ 0.92	18,676.00
Toe Trench Excavation, Unclassified	600 cu.yd.	0.90	540.00
Embankment in Place (Unit "B")	6,400 cu.yd.	0.50	3,200.00
Rock Backfill	19,500 cu.yd.	1.20	23,400.00
Trench Excavation	730 cu.yd.	2.50	1,825.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	2.50	225.00
Obliteration of Roadway	6 sta.	100.00	600.00
Grid Rolled Material in Base	2,500 cu.yd.	1.57	3,925.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.	4.13	4,666.90
Loose Riprap	1,000 cu.yd.	1.20	1,200.00
Special Loose Riprap	440 cu.yd.	2.20	968.00
8-inch Metal Perf. Drain Pipe	1,150 lin.ft.	3.25	3,737.50
12-inch Metal Perf. Drain Pipe	130 lin.ft.	4.50	585.00
Guard Rail	150 lin.ft.	4.00	600.00
Type 2 Barricade	300 lin.ft.	3.75	1,125.00
Rail End Pieces	4 only	7.50	30.00
Extra Guard Rail Posts	22 only	12.50	275.00
Salvaging Type 2 Barricade	300 lin.ft.	2.50	750.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.	2.50	750.00
	Subtotal		$ 70,678.40
Flagging (57½ of Contractor's Costs)			$ 2,000.00
0-7 Oil Mat (State Force)			400.00
	Subtotal		$ 2,400.00
	Subtotal		$ 73,078.00
	Engr. & Cont.		7,307.00
	Total		$ 80,375.00

Type Code X080
Marks Cr. Bridge (#7651A)(Sta. 836+30 to Sta. 836+90)(Contract No. 6726)

Remove Old Bridge	All Required		$ 1,545.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	$ 6.02	1,806.00
Drive Steel Piles	12 only	113.30	1,359.60
Splice Steel Piles	3 only	41.20	123.60
Class "A" Concrete (103 cu.yd.)	All Required		10,712.00
60' to 65' Type 2 Prestressed Beams	6 only	1,081.50	6,489.00
Metal Reinforcement (18,200 lbs.)	All Required		2,678.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.12	123.60
	Subtotal		$ 24,836.80
	Engr. & Cont.		2,483.20
	Total		$ 27,320.00

Roadway (Contract 6592)	14.209 Miles (Intermittent)
Roadway (2nd Contract)	0.388 Miles
Structure #7650A	0.011 Miles
Structure #7651A	0.011 Miles
Total Miles	14.619 Miles (Intermittent)

Type Code 6201
Flood Repair Temporary & Permanent (M.P. 33.45 to M.P. 53.03)

Temporary		
Negotiated Equipment, Labor and Materials	All Required	$ 34,670.00
State Force Equipment, Labor and Materials	All Required	20,498.00
		$ 55,168.00
Permanent		
Approved State Force Order	All Required	$ 7,685.00
		$ 62,853.00

Total length of temporary and permanent repair - 19.58 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds
Roadway (Contract #6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway (Contract #6726)	80,375.00	80,375.00
Marks Creek Bridge #7651A	27,320.00	27,320.00
Temporary and Permanent Repair	62,853.00	62,853.00
	$228,537.00	$ 228,537.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.
State Funds for Maint.: Chap. 529, laws 1939.

Prefixes			
	7-1039	7-4408	35-4410
	7-1040	7-4508	35-4510
		7-4708	35-4710

There was no Phase 1 report submitted on this project. We used the costs on the books to arrive at the amount of the temporary work.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 2-64)	U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
ERFO-111	2		Oregon
PROJECT REPORT NO.		FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
FOR FILING 6726		11-29-65	Crook & Wheeler
			PROJECT NO. ERFO-111(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26, 14 mi. E. to 34 mi. E. of Prineville.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-65	14.619
OTHER (Specify)		

FUNDS — Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 173,369.00	$ 173,369.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 29 1965

Oregon State Highway Department

Federal Aid
Project No. ERFO-111(2)

S.W. BOUNDARY-N.E. BOUNDARY (OCHOCO NAT. FOREST) S.W. OF THE OCHOCO HIGHWAY IN CROOK AND JEFFERSON COUNTIES

(Estimate as a basis for project agreement. Based on low bid prices and approved State Force Orders.)

Salem, Oregon, October 19, 1965

Type Code 0010
Roadway (M.P. 33.45 to M.P. 47.7)(Contract No. 6592)

Moving Costs	All Req. (35%)		$ 962.50
Front End Loader	128 hours	$ 16.50	2,112.00
Tractor, 185 H.P., with Dozer and Ripper	103 hours	34.00	3,502.00
Tractor, 75 H.P., with Dozer	50 hours	20.00	1,000.00
Blade Grader	61 hours	16.50	1,006.50
Truck, Dump	316 hours	13.50	4,266.00
Wagon Drill, Track Mounted	45 hours	17.50	787.50
Air Compressor	45 hours	17.50	787.50
Powderman	45 hours	6.00	270.00
Laborer	250 hours	5.10	1,275.00
Explosives	1,630 lbs.	0.48	782.40
	Subtotal		$ 16,751.40
	10% Engr. & Cont.		1,674.60
	Total		$ 18,426.00

Type Code 0021
Parks Cr. Br. (#7650A)(Sta. 810+00 to Sta. 818+60)
(Contract No. 6592)

Remove Old Bridge	All Req.		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Req.		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement	All Req.		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$ 26,467.00
Guard Rail (State Force)	All Req.		2,000.00
Const. Detour (State Force)	All Req.		7,500.00
	Subtotal		$ 35,967.00
	10% Engr. & Cont.		3,596.00
	Total		$ 39,563.00

Type Code 2010
Railway (Sta. 701+00 to Sta. 712+00)(Sta. 833+00 to Sta. 842+50)(Contract No. 6726)

Clearing and Grubbing	All Req.		$ 1,500.00
General Excavation, Unclassified (Unit "A")	20,300 cu.yd.	$ 0.92	18,676.00
Toe Trench Excavation, Unclassified	600 cu.yd.	0.90	540.00
Embankment in Place (Unit "B")	6,400 cu.yd.	0.50	3,200.00
Rock Backfill	19,500 cu.yd.	1.20	23,400.00
Trench Excavation	730 cu.yd.	2.50	1,825.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	2.50	225.00
Obliteration of Roadway	6 sta.	100.00	600.00
Cold Rolled Material in Base	2,500 cu.yd.	1.57	3,925.00
3/4" - 0 Material in Stone Leveling Course	1,190 cu.yd.	4.13	4,666.90
Loose [illegible]	1,000 cu.yd.	1.20	1,200.00
Special Loose Riprap	440 cu.yd.	2.20	968.00
6-inch Metal Perf. Drain Pipe	1,150 lin.ft.	3.25	3,737.50
12-inch Metal Perf. Drain Pipe	130 lin.ft.	4.50	585.00
Guard Rail	150 lin.ft.	4.00	600.00
Type 2 Barricade	300 lin.ft.	3.75	1,125.00
Rail End Pieces	4 only	7.50	30.00
Extra Guard Rail Posts	22 only	12.50	275.00
Salvaging Type 2 Barricade	300 lin.ft.	2.50	750.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.	2.50	750.00
	Subtotal		$ 70,673.40
Flagging (57½% of Contractor's Costs)			2,000.00
O-7 Oil Mat (State Force)			400.00
	Subtotal		$ 2,400.00
	Subtotal		$ 73,073.00
	10% Engr. & Cont.		7,307.00
	Total		$ 80,375.00

Type Code N060
Marks Cr. Bridge (#7651A)(Sta. 836+30 to Sta. 836+90)(Contract No. 6726)

Remove Old Bridge	All Req.		$ 1,545.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	$ 6.02	1,806.00
Drive Steel Piles	12 only	113.30	1,359.60
Splice Steel Piles	3 only	41.20	123.60
Class "A" Concrete (103 cu.yds.)	All Req.		10,712.00
60' to 65' Type 2 Prestressed Beams	6 only	1,081.50	6,489.00

Metal Reinforcement (16,200 lbs.)	All Req.		$ 2,678.00
6-inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	$ 4.12	123.60
	Subtotal		$ 24,836.80
	10% Engr. & Cont.		2,483.20
	Total		$ 27,320.00

Roadway (Contract 6592)	14.209 miles (Intermittent)
Roadway (2nd Contract)	0.3[illegible] miles
Structure #7650A	0.01[illegible] mile
Structure #7651A	0.011 mile
Total	14.619 miles (Intermittent)

Item Code 6021
Approved State Force Orders

S.F.O. #2 Permanent Repair	All Req.		$ 7,685.00
			$ 7,685.00

Summary of Funds

Description	Total Cost	Federal Funds
Roadway (Cont. 6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway (Cont. 6726)	80,375.00	80,375.00
Marks Creek Bridge #7651A	27,320.00	27,320.00
Approved State Force Orders	7,685.00	7,685.00
Subtotal	$173,369.00	$173,369.00
Included in Authorized Fund Status		
Temporary and Permanent Repair	55,168.00	55,168.00
Total	$228,537.00	$228,537.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Profile: 7-1039; 35-4710; 7-4703
7-1040

Oregon State Highway Department

Federal Aid
Project No. EWFO-111(2)

S. W. PORTLAND-L. B. FOUNDARY (OSWEGO JAT.

FOREST) SEC. OF THE OREGON HIGHWAY IN

CLACK AND MARION COUNTIES

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 13, 1965

Type Code 0010
Lumber (M.P. 33.45 to M.P. 47.7)(Contract No. 6592)

Moving Costs	All Required (35%)		$ 962.50
Front End Loader	128 hours	16.50	2,112.00
Tractor, 185 H.P., with Dozer and Ripper	103 hours	34.00	3,502.00
Tractor, 75 H.P., with Dozer	50 hours	20.00	1,000.00
Blade Grader	61 hours	16.50	1,006.50
Truck, Dump	316 hours	13.50	4,266.00
Wagon Drill, Track Mounted	45 hours	17.50	787.50
Air Compressor	45 hours	17.50	787.50
Powderman	45 hours	6.00	270.00
Laborer	250 hours	5.10	1,275.00
Explosives	1,630 lbs.	0.48	782.40
	Subtotal		$16,751.40
	10% Engr. & Cont.		1,674.60
		Total	$18,426.00

Type Code 0001
Lumber Cr. Br. (07650A)(Sta. 818+00 to Sta. 818+60)(Contract No. 6592)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Required		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1,110.00	6,660.00
Metal Reinforcement	All Required		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$26,467.00
Guard Rail (State Forces)	All Required		2,000.00
Const. Detour (State Forces)	All Required		7,500.00
	Subtotal		$35,967.00
	10% Engr. & Cont.		3,596.00
		Total	$39,563.00

Type Code 2010
[illegible] (Sta. 701+00 to Sta. 712+00)(Sta. [illegible] to Sta. [illegible])

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified (Unit "A")	20,300 cu.yd.	1.00	20,300.00
Toe Trench Excavation, Unclassified	[illegible] cu.yd.	2.00	1,200.00
Embankment in Place (Unit "B")	6,400 cu.yd.	0.85	5,440.00
Rock Backfill	19,500 cu.yd.	1.75	34,125.00
Trench Excavation	730 cu.yd.	3.00	2,190.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	4.00	360.00
Obliteration of Roadway	6 Sta.	75.00	450.00
Crid Roll[illegible] Material in Base	2,500 cu.yd.	2.00	5,000.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.	3.50	3,955.00
Loose Riprap	1,000 cu.yd.	4.00	4,000.00
Special Loose Riprap	440 cu.yd.	5.00	2,200.00
8-inch Metal Perf. Drain Pipe	1,150 lin.ft.	2.50	2,875.00
12-inch Metal Perf. Drain Pipe	130 lin.ft.	3.75	487.50
Guard Rail	150 lin.ft.	4.00	600.00
Type 2 Barricade	300 lin.ft.	4.00	1,200.00
Rail and Posts	4 only	6.00	24.00
Extra Guard Rail Posts	22 only	10.00	220.00
Salvaging Type 2 Barricade	300 lin.ft.	1.00	300.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.	1.00	300.00
	Subtotal		$88,326.50
Flagging (57½ of Contractor's Cost)			2,000.00
0-7 Oil Mat (State Force)			400.00
	Subtotal		$90,726.50
	10% Engr. & Cont.		9,072.50
		Total	$99,799.00

Type Code 1060
[illegible] (Sta. 736+30)(Sta. 736+30 to Sta. 736+90)

Remove Old Bridge	All Required		$ 2,000.00
Furnish 10 BP 42 Steel Piling	300 lin.ft.	5.00	1,500.00
Drive Steel Piles	12 only	100.00	1,200.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (103 c.y. @ $100.00)	All Required		10,300.00
60' to 65' Type 2 Prestressed Beams	6 only	1,100.00	6,600.00
Metal Reinforcement (18,200 lbs. @ 0.13)	All Required		2,366.00
8-Inch Metal Unperf. Drain Pipe, Type "A" Coating	30 lin.ft.	4.00	120.00
	Subtotal		$24,236.00
	10% Engr. & Cont.		2,423.00
		Total	$26,659.00

Roadway (Contract 6592)	14.209 miles	(Intermittent)
Roadway (2nd Contract)	0.388 mile	(Intermittent)
Structure #7650A	0.011 mile	
Structure #7651A	0.011 mile	
Total Miles	14.619 miles	(Intermittent)

Summary of Costs

Description	Total Cost	Federal Funds
Roadway (Contract 6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway (2nd Contract)	99,799.00	99,799.00
Marks Creek Bridge #7651A	26,659.00	26,659.00
Subtotal	$184,447.00	$184,447.00
Retained in Federal Aid Status		
Temporary and permanent work	$ 90,759.00	$ 90,759.00
Permanent	7,685.00	7,685.00
Total	$282,891.00	$282,891.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Profix: 7-1039, 7-4408, 7-4508, 35-4410 and 35-4510.

[illegible]

Prestressed Beam Quantities

60' to 65' Type 2 Prestressed Beams

Overhead	All Required		$ 150.00
Class AA Concrete	6 cu.yd.	82.50	495.00
Metal Reinf.	818 lbs.	0.12	98.16
Prestress Wire	706 lbs.	0.50	353.00
			$1,096.16
		Use	$1,200.00

Oregon State Highway Department

Federal-Aid
Project No. ERFO-111(2)

S.W. HOLIDAY-S.W. HOLIDAY (C) CO. RD.

(PART) SEC. 0, T. 6 SOUTH, R. 1 W.

CURRY COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 30, 1965

Type Code 0210
Roadway (MP 33.45 to MP 47.7)(Contract No. 6592)

Moving Costs	All Required (35%)		962.50
Front End Loader	128 hours	16.50	2,112.00
Tractor, 185 HP, with Dozer and Ripper	193 hours	34.00	3,502.00
Tractor, 75 HP, with Dozer	50 hours	20.00	1,000.00
Blade Grader	61 hours	16.50	1,006.50
Truck, Dump	316 hours	13.50	4,266.00
Jackhammer Drill, Track Mounted	45 hours	17.50	787.50
Air Compressor	45 hours	17.50	787.50
Powderman	45 hours	6.00	270.00
Laborer	250 hours	5.10	1,275.00
Explosives	1,630 lbs.	0.48	782.40
	Subtotal		$ 16,751.40
	10% Engr. & Cont.		1,674.60
	Total		$ 18,426.00

Type Code X061
Yaquina Br. Pr. (76501)(Sta. 818+00 to Sta. 819+60)(Contract No. 6592)

Remove Old Bridge	All Required		$ 3,000.00
Furnish 10 BP 42 Steel Piling	240 lin.ft.	5.00	1,200.00
Drive Steel Piles	12 only	170.00	2,040.00
Splice Steel Piles	3 only	75.00	225.00
Class "A" Concrete	All Required		10,000.00
60' to 65' Type II Prestressed Beams	6 only	1110.00	6,660.00
Metal Reinforcement	All Required		3,192.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	30 lin.ft.	5.00	150.00
			$ 26,467.00

Guard Rail (State Forces)	All Required		$ 2,000.00
Const. Detour (State Forces)	All Required		7,500.00
	Subtotal		$35,967.00
	10% Engr. & Cont.		3,596.00
	Total		$39,563.00

Type Code 2010

Roadway (Sta. 701+00 to Sta. 712+00)(Sta. 733+00 to Sta. 841+50)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclass. (Unit "A")	20,300 cu.yd.	1.00	20,300.00
Toe Trench Excavation, Unclass.	600 cu.yd.	2.00	1,200.00
Embankment in Place (Unit "B")	9,700 cu.yd.	0.85	8,245.00
Rock Backfill	19,500 cu.yd.	1.75	34,125.00
Trench Excavation	730 cu.yd.	3.00	2,190.00
Special Backfill in Drains	210 cu.yd.	10.00	2,100.00
Watering	90 M-gal.	4.00	360.00
Obliteration of Roadway	6 Sta.	75.00	450.00
Grid Rolled Material in Base	2,500 cu.yd.	2.00	5,000.00
3/4" - 0 Material in Stone Leveling Course	1,130 cu.yd.	3.50	3,955.00
Loose Riprap	1,300 cu.yd.	4.00	5,200.00
6-inch Metal Perf. Drain Pipe	1,150 lin.ft.	2.50	2,875.00
12-inch Metal Perf. Drain Pipe	130 lin.ft.	3.75	487.50
Guard Rail	60 lin.ft.	4.00	240.00
Type 2 Barricade	380 lin.ft.	4.00	1,520.00
Rail End Pieces	4 only	6.00	24.00
Extra Guard Rail Posts	22 only	10.00	220.00
Salvaging Type 2 Barricade	300 lin.ft.	1.00	300.00
Guard Rail-Salvaged Type 2 Barricade	300 lin.ft.	1.00	300.00
	Subtotal		$ 90,251.50
Flagging (47½ of Contractor's Cost)	All Required		$ 2,000.00
0-7 Oil Mat. (State Force)	All Required		400.00
	Subtotal		$ 2,400.00
	Subtotal		$ 92,651.50
	10% Engr. & Cont.		9,264.50
	Total		$101,916.00

Type Code YOYO
Marks Cr. Bridge (7651)(Sta. 736+40 to Sta. 736+ 0)

Remove Old Bridge	All required		$ 2,000.00
Shoring, Crib Bar, etc.	All required		5,000.00
Structural Excavation	760 cu. d.	7.00	5,320.00
Structural Excavation, Below Elevation Shown	80 cu.yd.	10.00	800.00
Class "A" Concrete (287 cu. d. at 90.00)	All required		25,830.00
3' x 40' to 45' Prestressed Slabs	11 only	800.00	8,800.00
4' x 40' to 45' Pr stressed Slabs	1 only	1000.00	1,000.00
Metal Reinforcement (44,900 lbs. at 13)	All Required		5,837.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	20 lin.ft.	4.00	80.00
	Subtotal		$ 54,667.00
	10% Engr. & Cont.		5,466.00
	Total		$ 60,133.00

Roadway miles - - - - - - - - - - - - - - - 14.601 miles (Intermittent)
Structure 1 - - - - - - - - - - - - - - - - 0.011 miles
Structure 2 - - - - - - - - - - - - - - - - 0.007 miles
Total miles - - - - - - - - - - - - - - - - 14.619 miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Roadway (Cont. 6592)	$ 18,426.00	$ 18,426.00
Marks Creek Bridge #7650	39,563.00	39,563.00
Roadway	101,916.00	101,916.00
Marks Creek Bridge #7651A	60,133.00	60,133.00
Subtotal	$220,038.00	$220,038.00
Retained in Authorized Fund Status		
Temporary and permanent work	$ 55,168.00	$ 55,168.00
Permanent	7,685.00	7,685.00
TOTAL	$282,891.00	$282,891.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 7-1039, 7-4408, 7-4508, 35-4410, 35-4510

[illegible] TYPES

[illegible] FLAT SLAB TYPES

3' x 40' to 45' Prestressed Slabs

Overhead	All required		$	150.00
Class "A" Concrete	5.3 cu.yd.	70.50		373.65
Metal Reinforcement	346 lbs.	0.12		41.52
Prestress Wire	437 lbs.	0.50		219.50
			$	784.67
	Use		$	800.00

4' x 40' to 45' Prestressed Slabs

Overhead	All Required		$	150.00
Class "A" Concrete	618 cu.yd.	70.50		479.40
Metal Reinforcement	443 lbs.	0.12		53.16
Prestress Wire	566 lbs.	0.50		283.00
			$	965.56
	Use		$	1,000.00

Oregon State Highway Department — Federal-Aid Project No. FAFG-111(2)

[illegible] and wheeler

[illegible] (Continued)

[illegible] (Continued)

(Estimate to accompany plans and specifications. Serves a basis for project agreement.)

Salem, Oregon, April 26, 1965

[illegible]
[illegible] (P 5.6 to P 7.2)

Moving Costs	All req. (3%)		$ 3,500.00
Front End Loader	144 hour	$16.00	2,304.00
Tractor (D6 H.P.), Dozer and Ripper	108 hour	27.50	2,934.50
Tractor (H.P.), Dozer	50 hour	20.00	1,000.00
Motor Grader	64 hour	13.00	1,092.00
Truck, Dump	348 hour	18.00	5,688.00
Rotary Drill, Truck-Mounted	45 hour	17.50	787.50
Air Compressor	45 hour	12.00	540.00
Tenderman	45 hour	6.50	292.50
Power	250 hour	5.50	1,375.00
Explosives	1,650 lb.	0.75	1,237.50
			20,640.00
Guard Rail Material	All req.		$ 1,000.00
	Subtotal		21,640.00
	10% Engr. & Cont.		2,164.00
	Total		$23,804.00

[illegible]
[illegible] (Table)(Sta. 418+00 to Sta. 419+40)

Remove [illegible] Bridge	All req.		$ 3,000.00
Furnish 20 Ea 22 Steel Piling	240 lin.ft.	$ 6.00	1,440.00
Drive Steel Piles	12 only	80.00	960.00
Splice Steel Piles	3 only	50.00	150.00
Class "A" Concrete (100 C.Y. @ $90.00)	All req.		9,000.00
60' to 65' Type 2 Prestressed Beams	6 only	1,200.00	7,200.00
Metal Reinforcement (16,150 lb. @ 0.15)	All req.		2,541.00
8-inch Metal Unperforated Drain Pipe, Type "A" Casting	30 lin.ft.	5.00	150.00
			24,441.00
Guard Rail (State force)	All req.		$ 1,000.00
Construct Detour (State force)	All req.		7,500.00
			8,500.00

Federal	$32,941.00
10% Engr. & Cont.	3,294.00
Total	$36,235.00

Length of Roadway - - - - - - 14.439 Miles (Intermittent)
Length of Structure - - - - - -
Total Length- - - - - - - - - 14.439 Miles

Detail Estimate

Description	Total Cost	Federal Funds	State Funds
Roadway	$23,804.00	$1,200.00	$22,604.00
Structure	36,235.00	1,800.00	34,435.00
Totals	$60,039.00	$3,000.00	$57,039.00

Work retained in Project Bonds

Description	Total Cost	Federal Funds	State Funds
Temp. & Perm. Repairs not covered by this Estimate	$69,961.00	$3,500.00	$66,461.00

[illegible] CREEK PROJECT

PROJECT NO. [illegible]-111(2)

Prestressed Beam Quantities

60' to 65' Type II Prestressed Beams

Overhead	All Required		$ 150.00
Class "AA" Conc.	6.0 cu.yd.	$85.00	510.00
Metal Reinf.	818 lb.	0.12	98.16
Prestress Wire	760 lb.	0.50	380.00
			$1,138.16
		USE	$1,200.00

RECEIVED
JAN 26 1966

FOR FILING

Form A-10E-IM

ER-111 (2)

6726

STATE COPY

APPROVED
Contingent upon modification of project authorization and funding
JAN 31 1966
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Marks Cr. (MP 37.1 & MP 39.4) Date January 7, 1966

Highway Ochoco Contract No. 6726 F. A. Project No. ERFO-111(2)

County Crook Prefix 7-1040 Account No. 202-02

Description of Work To Be Done:

Supply 3/4"-0 Crushed Rock to Contractor for use on roadway & detour.

Location by Station Numbers:

M.P. 37.1 & M.P. 39.4

Estimate of Quantities and Costs:

1,130 cu. yds. @ $2.33/cu. yd. $2,632.90

Explanation:

Material crushed on a previous contract and stockpiled at M.P. 40.2.
Standard Specifications and Special Provisions of this contract to prevail.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$110,154.60
Present estimate of project cost, including $2,632.90 for work under this order	$110,154.60
Expected under-run / over-run (amount)	$
Expected under-run / over-run (per cent)	

Space to right of this line is for use of Salem Office

Submitted by /s/ R. H. Clark
R. H. Clark, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [redacted]

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young
[redacted] Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printer

RECEIVED
DEC 22 1965

Form FP-13 (11-53) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

EP-111(2)

FLABDE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N
Salem, Oregon

DATE: December 1[illegible]

In reply refer to: 08-35.DA-2

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-111(2)
Marks Creek Section - Ochoco Highway
State Force Order No. 2 - Supplement

Mr. Young's letter of November 16, 1965 furnished copies of subject supplemental State Force Order covering the replacing of base material, leveling course and shoulder material and AC patching between MP 33.45 and 48.2 of the subject ERFO project. This letter confirms our November 5, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $5,315.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
Young w/encl.
By Asst. State Hwy. Engr.
12-21-65

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Supplemental

Order No.

Project Name Flood Damage Restoration Date Oct. 20

Highway Ochoco (Forest Highway System) FAP 5 Contract No. F. A. Project No. 111(2)

County Crook Prefix 7-4708 Account No. 100 Series (DF)

Description of Work To Be Done:

Replace base material, leveling course and shoulder material.

Patch existing asphalt concrete wearing surface where damaged.

Location by Station Numbers:

MP 33.45 to MP 48.2

Estimate of Quantities and Costs:

	Actual Cost	Add'l req'd to complete
Replace base, leveling, shldrs. and patching	$13,000	$ 5,315

Explanation: Original estimate on surfacing was for penetration oil mat and patching was done with asphaltic concrete to match existing facility.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 7,685
Present estimate of project cost, including $ 5,315 for work under this order	$ 13,000
Expected ~~under-run~~ over-run (amount)	$ 5,315
Expected ~~under-run~~ over-run (per cent)	69%

Space to right of this line is for use of Salem Office

Submitted by: /s/James J. Cox
Resident Engineer

Approval Recommended: /s/ John A. Bond
For Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ J. F. Putnam
Division Engineer

Approved: /s/ L. H. Young
~~Deputy State Highway Engineer,~~ ~~Assistant State Highway Engineer~~ or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
DEC 22 1965

FOR FILING

Form CD-121 (11-53) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-111(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street,
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 16, 1965

In reply refer to: 08-35.DA-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-111(2)
Marks Creek Section - Ochoco Highway
State Force Order No. 1

Mr. Young's letter of November 9, 1965 furnished copies of subject State Force Order covering construction of an 0-7 asphalt macadam wearing surface on Unit "A" of the subject ER project. This letter ratifies in writing our November 1, 1965 tentative oral advance approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $400.00 with Federal participation of 100%.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
Young Wkencl.
By Asst. State Hwy. Engr
12-21-65

RECEIVED
DEC 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-106—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS Order No.

Project Name Marks Cr. (MP 37.1 & MP 39.4) Date October 28

Highway Ochoco Contract No. 6726 F. A. Project No. 111(2)

County Crook Prefix 7-1040 Account No. 249-01

Description of Work To Be Done:

Construct type O-7 Asphalt Macadam wearing surface on Unit "A" stations 701/00 to 712/00 and on Unit "B" bridge ends Sta. 836/60.

Location by Station Numbers:

701/00 to 838/00

Estimate of Quantities and Costs:

O-7 oil mat, Lump Sum $400.00

Explanation:

This is an anticipated item. Contractor is not equipped for this type of work.
The work has not been done.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$110,154.60
Present estimate of project cost, including $ 400.00 for work under this order	$110,154.60
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. H. Clark, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ J. F. Putnam, Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
DEC 13 1965
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-111(2)

6176

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

December 10, 1965

Mr. I. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Mr. Parsons:

Attached are copies of the consolidated progress voucher for Emergency Relief Funds for costs incurred by the State of Oregon Highway Department for the period April 12, 1965, to November 30, 1965. The costs were incurred under Federal Aid Project No. ERFO 111(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
C. H. Maison
Controller

CHM:je

Attachment

cc: R. L. Porter
L. H. Young
General Files

(MEMORANDUM) **Voucher No. 2-Progress**

FORM PR 20a (REV)
Form Approved by
Comptroller General, U.S.,
February 11, 1953

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER NO.

BUREAU VOUCHER NO.

BUREAU SCHEDULE NO.

PUBLIC VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED (PPM 30-6)

APPROPRIATION

PAID BY

(For use of Paying Office)

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building, Salem, Oregon

STATE
Oregon

FEDERAL AID PROJECT NO.
BRFO 111(2) S.F.O. No. 1 - S.F.O. No. 2

PROGRAM APPROVED
April 12, 1965

CONTRACT NO.

VOUCHER PERIOD: FROM April 12, 1965 TO November 30, 1965

FOR PRO-RATA SHARE OF THE UNITED STATES FOR LABOR AND MATERIALS ACTUALLY PUT INTO THE WORK COMPRISING THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
		100%	$41,094.76	$33,409.76	$7,685.00	
		100%	$41,094.76	$33,409.76	$7,685.00	

PROGRESS - FINAL	Date	By
Field audit made		
Received Division Office . . .		
Forwarded by Division Office.		
Received Region Office		
Forwarded by Region Office .		
Received W. O.		
Final [redacted] construction		
Fiscal review performed		
Passed for Payment		

REASONS HELD:

C. H. Maiers
Controller

USCOMM DC 49073 P61

STATEMENT OF LABOR AND MATERIALS

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	Total participating costs:					
	Prefix: 7-4708-F				$13,407.74	
	Pro-rata Percentage				100%	
	Sub-total Pro-rata from U.S.				$ 7,685.00	
	Contract Billing:					
	Prefix 7-1039				32,598.15	
	7-1040				811.61	
	Total Pro-rata from U.S.				$41,094.76	

AMOUNT CARRIED FORWARD →

FORM PR-20A

USCOMM DC 49073 P61

RECEIVED
NOV 17 1965
PORTFILING

6726

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon verification of project agreement that additional funds are required
Date NOV 1 1965 GL-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Marks Cr. (MP 37.1 & MP 39.4) Date Oct. 28, 1965

Highway Ochoco Contract No. 6726

County Crook Prefix 7-1040

Contractor Kinnan Logging Co. F. A. Project No. ERFO-111(2)

Address Camas Valley, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install and remove temporary signs at detour.

Location by station numbers:

833+00 to 842+50

Estimate of quantities and cost:

(Labor) $ 250.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The materials are on hand from a previous project. Common labor to be furnished by the contractor in accordance with Standard Specifications.
This item was not anticipated.
The work has not been done.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 110,154.60
Present estimate of project cost, including $ 250.00 for work under this order	$ 110,154.60
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ R. H. Clark — Resident Engineer

Approval Recommended: /s/ John A. Bond — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. F. Putnam — Division Engineer

Approved /s/ L. H. Young — ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ or Office Engineer.

State Printing 11-17-65

RECEIVED
OCT 27 1965
FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6726

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 22, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-111(2)
Marks Creek (MP 37.1 and 39.4) Section
Grading, stone base & structure

As requested in Mr. Young's letter of October 20, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 14, 1965 in the award of contract No. 6726 to Kinnan Logging Co., of Camas Valley, Oregon, low bidder in the amount of $95,515.20 at the October 12, 1965 bid opening.

REFERRED TO
Young
ASST. STATE HWY. ENGR.
10-26-65

RECEIVED
OCT 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 20 1965
FOR FILING

October 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 13, 1965, is requested in the award of contract for the Marks Creek (MP 37.1 and 39.4) Section, Project No. ERFO-111(2).

The contractor receiving the award is Kinnan Logging Co. of Camas Valley in the amount of $95,515.20 with the Contract No. 6726 assigned. This bid was received on October 12, 1965 and awarded October 14, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

FORM 2-185

RECEIVED
OCT 19 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID [illegible]
Portland
FLOYD QUERY, SECRETARY
Salem

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 18, 1965

Kinnan Logging Company
Camas Valley, Oregon 97416

Gentlemen:

The State Highway Commission on October 14, 1965 awarded to you State Highway Contract No. 6726 for the following project:

Grading, stone base and struc. on the Marks Creek (M.P. 37.1 and M.P. 39.4) Section of the Ochoco Highway in Crook County.

This award was based on your bid of $95,515.20 which was submitted to the Commission on October 14, for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Frank Morgan
L. M. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
SEP 29 1965

FOR FILING
ER-111(2)

Form CD-121 (11-63) (Pres. by A.C. 205-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 20, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-111(2)
Marks Cr. (MP 37.1 & MP 39.4) Section
Grading, Stone Base & Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' August 19, 1965 report, except for the following:

File No. 38108 - Hudspeth Land & Livestock Co.
" " 38217 - Ochoco Lumber Co.

It will be necessary that the above parcels be made available for occupancy and contractor's use prior to our concurrence in award.

The use of Article 102-1.3, Embankment Measure, is approved for this specific project.

Mr. Litchfield's August 25, 1965 Utility Status Report indicates no utility adjustments are involved.

REFERRED TO
Young w/encl.
By Asst. State Hwy. Engr.
9-1-65

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 15 1965
FOR FILING

AA 111 (2)
6726
3930

September 14, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: 06-35.2-24
Oregon Project ERFO-111(2)
Marks Creek Bridge

Dear Sir:

Please refer to your memorandum dated September 1, 1965, with reference to the Marks Creek Bridge Section and requesting that investigation be made of a less costly design for the structure.

This structure has been redesigned and will be identical to the Marks Creek structure now under contract. This is in line with agreements made previously between the State and the Bureau.

It is the intention to open bids on this improvement on October 12. P. S. & E. submission will be made in the near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
C. H. Maison

IDM:jf bg

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 1, 1965

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ERFO-111(2)
Marks Cr. Bridge Section
Structure

P. S. & E. documents for a portion of the subject project have been reviewed and are not approved. Authorization to advertise the project for bids as requested by Mr. Young's letter of this same date is withheld.

Further investigation should be made to determine the feasibility of utilizing a less costly design for the structure.

REFERRED TO
Edwards-Young
BY ASST. STATE HWY. ENGR.
9-3-65

RECEIVED
SEP 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

EA-111 (2)

6726

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

April 9, 1965

State Highway Department
State Highway Engineer
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 26, 1965, requesting our comments on Emergency Restoration projects.

No wildlife problems are anticipated with the following projects:

Shitike Creek Bridge, Warm Springs Highway.
Warner Summit-Creaser Reservoir, Warner Highway.
Summer Lake-Valley Falls, Fremont Highway.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway.
Foster-Ram Creek, Santiam Highway.
Marks Creek Bridge, Ochoco Highway.

Regarding the two other projects; Digger Creek-North Fork Alsea River, Alsea Highway, and Mapleton-Triangle Lake, Siuslaw Highway, we have the following comments:

Stream channel widths should be maintained to prevent excessive velocities. Siltation should be kept at a minimum and the work should be completed by September. The possibility of continued silting from bare fills through the winter months, such as occurred on the North Fork Alsea last winter, should be kept under control.

Your consideration of these comments will be appreciated.

Copies to:
F. B. Klaboe
L. H. Woung
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUTTSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING

EA 111 (2)

6726 April 2, 1965

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

NOTED
F.B. KLABOE

Mr. Forrest Cooper
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Reference is made to your letter dated March 26, 1965 regarding several Emergency Restoration projects contemplated for contract soon.

Listed below are the project titles along with our comments for protection of the fishery resource.

Marks Creek Bridge, Ochoco Highway, Crook County.
Summer Lake-Valley Falls, Fremont Highway, Lake County.
Warner Summit-Greaser Reservoir, Warner Highway, Lake County.

These projects are above the reach of anadromous fish, hence we anticipate no conflicts.

Foster-Ram Creek, Santiam Highway, Linn County.
Smith Bridge-Yellow Creek Bridge, Elkton-Sutherlin Highway, Douglas County.
Shitike Creek Bridge, Warm Springs Highway, Jefferson County.

The transmittal letter and title sheets submitted to us indicate the work will involve re-sorting base and surface courses on existing roadways. Your Bridge Department indicates the replacement bridge over Shitike Creek will be a single span structure not requiring footings in the stream. We anticipate no fish passage problem under these conditions.

Digger Creek-North Fork Alsea River, Alsea Highway, Benton County.
Mapleton-Triangle Lake, Siuslaw Highway, Lane County.

The following items should be considered in planning the slope protection work for these projects.

Maintain stream width to prevent increased stream velocities.

Guard against depositing excessive silt loads into stream beds.

Schedule work for summer months so as to be completed before September.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Mr. R. Koski, Oregon State Game Commission

Copies to:
F. B. Klaboe
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (4)
J. F. Putnam (8)

RECEIVED
APR 5 1965
STATE ... NEER

RECEIVED
MAR 23 1965
0229-734

FOR FILING
ER-111(2)
6726

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 13, 1965

SUBJECT: Right of Way Status
E.R. Projects
March 30 Bid Opening

To: Mr. Lloyd P. Shaw
Ass't. State Hwy. Engr.
BUILDING

Referring to your letter of March 17, 1965 with copy of Mr. Wright's letter to L. H. Young regarding the above subject, the following information is provided for three projects. Under existing plan no additional right of way is required for Marks Cr. and Wood River Bridges.

Shitike Creek Bridge will require permit of entry for channel change and detour. The Warm Springs Agency has been approached by Division 4 right of way people. The agency people desire a change in the bridge location and a long channel for which there appears to be no money. Meetings were underway to see what could be done for other funds. When the agency people were convinced that other funds were not available, no difficulty was promised in obtaining the required permit.

Division 4 has been expecting word this week.

F. D. Morgan
Construction Engineer

By

J. E. Morelock
Chief Locating Engineer

JEM:ra

cc: Walter Wright
L. H. Young

RECEIVED
MAR 15 1965
STATE HWY. ENGR.

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 15, 1965

To: Mr. L H. Young
Office Engineer

SUBJECT: Right of Way Status
R. R. Projects
March 30 Bid Opening

OFFICE ENGINEERING

I was handed on Friday a list of projects for proposed March 30 bid opening. I have been able to learn the right of way status on only one of these projects. The Euchre Mt. grading and paving will require no new right of way according to Division Engineer Ray Asburry.

We have previously reported the status of Oakridge-Salt Creek Tunnel by letter on February 17 and a duplication on February 26. I have checked all my sources of information and can find no one who can tell us the exact right of way status on the following projects:

Marks Creek Bridge
Woods Bridge
Shitike Creek Bridge

There seems to be a possibility that channel changes or detours for construction of these bridge projects might require additional right of way, but I am unable to confirm that.

We have had no request for right of way activity on any of these projects, and have done nothing which would change the original right of way status. We therefore enjoy the same rights in the right of way as existed prior to the flood disaster.

G. E. ROHDE
Chief Counsel

By

NOTED
LLOYD P. SHAW

Walter T. Wright
Right of Way Engineer

WTW:mk:sm
cc: R. L. Porter
Lloyd Shaw
G. E. Rohde

FRFO-152(2) ER-152(1) # 6727 Skunk Creek-Skalada Creek Sec., Siletz Hwy. (Intermittent slide correction) 1965

RECEIVED
OCT 18 1966
FOR FILING

ERFO-152(2)

6727

October 17, 1966

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6727 awarded to Lowry and Johnson Construction for slide correction on the Skunk Creek-Skaiada Creek Section of the Siletz Highway in Lincoln County was completed on July 6, 1966, and accepted by the Highway Commission on October 14, 1966.

Final payment in the amount of $10,941.63 will be released to the contractor after October 24, 1966. The total contract amount is $181,563.38 including $8,491.32 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ouery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm

cc Lowry and Johnson Construction
6325 North Vancouver Avenue
Portland, Oregon

Seth Leavens Agency
Jackson Tower Building
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 17 1966
FOR FILING

FAPG-152(2)

6727

October 14, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 6, 1966, on Contract No. 6727. The contract was with Lowry and Johnson Construction and was for slide correction work on the Skunk Creek-Skalada Creek Section of the Siletz Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 14, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
R. D. Asburry

bg fn

RECEIVED
OCT 4 - 1966
FOR FILING

ER-152 (2)

6127

August 26, 1966

#4

Lowry and Johnson Construction
6325 North Vancouver Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting on August 25 considered your request for an extension of time on Contract No. 6727 for the Skunk Creek-Skaiada Creek Section of the Siletz Highway in Lincoln County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to July 3, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc R. D. Asburry
Wendell Schwartz
L. H. Young
F. D. Morgan
C. H. Maleen
Bureau of Public Roads

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Skunk Creek-Skalada Creek	WEEK ENDING: August 12, 1966
		SECTION PREFIX: 121-1083
	HIGHWAY: Siletz	COUNTY: Lincoln
NAME OF JOB: Skunk Creek-Skalada Creek	KIND OF WORK: Slide Correction	
CONTRACTOR: Lowry & Johnson	CONTRACT NUMBER: 6727	FEDERAL AID PROJECT NUMBER: ERFO-152(2), ER-152(1)
DATE OF CONTRACT: October 19, 1965	DATE WORK STARTED: October 5, 1965	ESTIMATED COMPLETION DATE: —
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: June 15, 1966	PERCENT OF TIME ELAPSED: 108
PROJECT AUTHORIZATION: $ 207,965.70	ENGINEERING AUTHORIZATION $ 14,788.67	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 193,177.03		
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 184,345.73	ENGINEERING COST TO DATE $ 16,745.58	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 3 %	PERCENT OF AUTHORIZATION 113 %	DATE PROJECT WAS COMPLETED: July 6, 1966

ESTIMATED FERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD	Rock Emb.	
100	100	100	100	100		100	
			GRADING	SURFACING	~~MATERIAL~~ Rock Emb.	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.97	0.48	0.36		0.36
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.97	0.48	0.36		0.36
TOTAL ESTIMATED QUANTITIES (CONTRACT)			110,400	4,100	27,300		800
TOTAL QUANTITIES CORRECTED TO DATE			95,939	6,060	19,905		1,031
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			95,939	6,060	19,905		1,031
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Clear			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	"			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Project Completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final Estimate and Cost Report has been turned in to the Salem office. This is the final Weekly Report.

SIGNED W. E. Stewart LOCATION Newport, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUL 27 1966
FOR FILING

ERIC-152 (2)

6727

July 27, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 4
August 25, 1966 meeting

Gentlemen:

Lowry & Johnson Construction Company, contractor on the Skunk Creek-Skalada Creek Section of the Siletz Highway in Lincoln County, Contract No. 6727, requests an extension of the specified completion date from June 15 to July 15, 1966. The contractor lists a late start in the fall of the year, excessive rain and snow in the winter, and additional work added to the contract as reasons for his request.

The contractor's reasons concerning a late start and adverse weather are not justifiable reasons for an extension of time. A slide occurred in the spring of 1966 which required seven calendar days to correct. An extension in this amount is justified. The contractor widened a portion of the highway embankment at our request to provide for future improvement. This widened embankment was surfaced under a price agreement and a three-day extension for this surfacing work is justified. A delay occurred in forwarding the contract for execution amounting to eight calendar days beyond the allowable time established in the contract specifications. An extension of eight calendar days is justified.

I recommend that the specified completion date be advanced to July 3, 1966. This will reduce the liquidated damages to $300. The project was completed July 6, 1966. This is a Federal-aid Emergency Recovery project and we have Bureau of Public Roads' concurrence in all of the time covered except for the rock surfacing mentioned above which was done under a non-participating price agreement.

Wendell Swartz

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. N. Young
C. H. Maison
R. D. Asburry

DES:rw bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6727 Contractor Lowry & Johnson Construction Co.

Highway Siletz

Section Skunk Cr.-Skalada Cr.

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Slide correction work justifies an extension of 7 calendar days. Rock surfacing on widened embankment done under price agreement justifies 3 calendar days. Delay in forwarding contract for execution justifies 8 calendar days.

Recommended for Approval:

R. D. Ahlborn
Division Engineer

H. L. Olson
for Construction Engineer or Bridge Engineer

J. B. Knox
Assistant State Highway Engineer

Contract No. 6727

Project designation ER-152(1), ERFO-152(2)
State-Federal

Date awarded October 19, 1965

Work started October 5, 1965

Per cent completed 100% July 6, 1966
72% May 27, 1966
Date

Specified Completion Date
No. of Workdays Allowed 0 6-15-66

Previously extended to
No. of Workdays Used Extension requested to July 3, 1966

Extension requested to
No. of Added Workdays Requested

E—330 (Rev.)—5M—10-57

RECEIVED
JUN 1 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 7, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from June 15, 1966 days to July 15 days, within which to complete our Contract No. 6727, without the assessment of liquidated damages. The said contract is described as follows:

Skunk Creek - Skalada Creek, Section of the Siletz Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to late start in season of the year
Excessive rain and snow December 15, 1965 thru February 1966

Additional work added to the contract due to the mountain having an unforseen crakk and a considerable amount of extra dirt had to be moved.
May 4, 1966

Respectfully submitted,

LOWRY & JOHNSON CONSTRUCTION CO.
6325 N. Vancouver Avenue
Portland 17, Oregon
By Edward J. Lowry, President

CONSENT OF SURETY

Date May 12, 1966

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY
A Corporation organized and existing under the laws of the State of Connecticut and authorized to transact surety business in the State of Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

HARTFORD ACCIDENT AND INDEMNITY COMPANY
Ted R. Lundberg
Attorney-in-fact
Winston C. Stevens
Resident A
Seth Leavell Agency.

(SEAL)

FORM E-30 80M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 13, 1966

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Skunk Creek-Skalada Creek Section
Siletz Highway
Contract No. 6727

Attached is a request from Lowry & Johnson Construction Company, contractor on the subject contract for an extension of the specified completion date from June 15 to July 15, 1966 without the assessment of liquidated damages. The contractor's request is based on a late start in the fall of the year, excessive rain and snow in the winter of 1965-1966 and additional work added to the contract involving slide correction work.

The contractor's reasons dealing with the late start and weather conflicts are notjustifiable reasons for an extension of time. In the spring of 1966 a slide developed in the cut slope at M.P. 5.45. The contractor agreed to perform the slide excavation work at his unit price for general excavation. He commenced the slide removal work on May 5 and completed it on May 11, 1966. This slide removal work encompassed 7 calendar days and a time extension in this amount is justified. The contractor, at the Department's request, widened the embankment with excess materials at M.P. 11.85 in order to provide a wider roadbed for future improvement of the highway alignment. A rock surfacing on this widened embankment has been constructed. This work required 3 calendar days to perform and is a justifiable reason for an extension; however, this work was done as a non-participating order and the Bureau of Public Roads will not concur in this portion of the request. The contractor did not mention a delay in forwarding the contract for execution. Bids were received on this project September 24, 1965 and the contract was not mailed to the contractor until October 22. According to the standard specifications, any delay beyond 20 days will be considered as a reason for an extension. Eight days for this delay is justified.

The specified completion date for this project was June 15, 1966. The project was completed July 6, 1966. This is 21 calendar days beyond the specified date and represents $2,100.00 in liquidated damages.

Based on the slide work, the additional surfacing and the delay in mailing the contract forms, an extension to July 3, 1966 is justified and we so recommend. This will eliminate all but $300 of the liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that the slide work and delay in mailing the contract forms are justifiable reasons for granting an extension but will not concur in the additional work involved in the rock surfacing mentioned above.

Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By

G. L. Decker
Ass't. Construction Engineer

DES:rw

Attach.

cc: L. H. Young

RECEIVED
JUL 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 19, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Projects ER-152(1) and ERFO-152(2)
Skunk Creek - Skalado Creek
Siletz Highway, Contract No. 6727
Time Extension

Reference is made to Mr. Klaboe's letter of July 18, 1966 requesting our concurrence in a time extension for subject projects.

Mr. Klaboe recommends that the completion date be extended from June 15, 1966 to July 3, 1966 due to extra work required of the contractor and delay in mailing of contract forms. It was also suggested that our participation was being requested for a time extension to June 30, 1966 only, since a portion of the justification for the July 3, 1966 extension involved nonparticipating work.

We hereby concur in an extension of contract time to June 30, 1966. It will be necessary to credit us with liquidated damages for the period between June 30 and July 6 even though you may extend the time to July 3.

cc Young
Bone
Brown
7-21-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 18 1966

(2)
6721

July 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Request for Time Extension
Skunk Creek-Skalada Creek
Section, Siletz Highway
Project No. ER-152(1) and
ERFO-152(2)

Dear Sir:

We have received from Lowry and Johnson Construction Company, contractor on the subject project, a request for an extension of the specified completion date from June 15 to July 15, 1966. The contractor's request is based on a late start in the fall of the year, excessive rain and snow in the winter and additional work added to the contract involving slide correction work.

The contractor's reasons dealing with the late start and weather conflicts are not justifiable reasons for an extension of time. In the spring of 1966 a slide developed in the cut slope at M.P. 5.45. The contractor agreed to perform the slide excavation work at his unit price for general excavation. He commenced the slide removal work on May 5 and completed it on May 11, 1966. This slide removal work encompassed seven calendar days and a time extension in this amount is justified. The contractor, at the Department's request, widened the embankment with excess materials at M.P. 11.85 in order to provide a wider roadbed for future improvement of the highway alignment. A rock surfacing on this widened embankment has been constructed. This work required three calendar days to perform and is a justifiable reason for an extension; however, this work was done as a nonparticipating order. The contractor did not mention a delay in forwarding the contract for execution. Bids were received on this project September 24, 1965, and the contract was not mailed to the contractor until October 22. According to the standard specifications, any delay beyond 20 days will be considered as a reason for an extension. Eight days for this delay is justified.

The original completion date for this project was June 15, 1966. The project was completed July 6, 1966. Based on the slide work, additional surfacing and the delay in mailing the contract forms, an extension to July 3, 1966, is justified. The additional surfacing which was performed on a nonparticipating basis is a justifiable reason for an extension of time as far as the State is concerned; however, since this was a nonparticipating order, we ask your concurrence in an extension of 15 calendar days which effectively extends the contract completion date to June 30, 1966. Our recommendation to the Highway Commission will be to extend the contract completion date to July 3, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:rw srb

RECEIVED
JUL 20 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6727

STATE OREGON
STATE HIGH DEPARTMENT
SAL 97310

July 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on July 6, 1966, on Contract No. 6727, Shank Cr. - Shuluda Cr. Section, in Lincoln County, in connection with Federal-Aid Project No. ER-152(1) and ERFO-152(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement
Conditions noted on above date:

Date: July 18, 1966

XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

A. W. Parsons
Division Engineer

Contract work considered to have been satisfactorily completed.

By: M. E. Martin
District Engineer

RECEIVED
JUN 24 1966

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

FOR FILING

Memorandum

ERFO-152(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
6727

DATE: June 15, 1966

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ER-152(1) & ERFO-152(2)
Skunk Creek-Skalada Creek Section
State Force Order No. 3
Total estimated amount of the Order: $1,000.00
Federal participation: $720.00

Reference is made to your letter dated June 13, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2, retroactive to June 8, 1966, for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
BY ... STATE HWY. ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-105—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

JUN 8 1966 W.E. Wimer
Dist. Engineer
U.S. Bureau of Public Roads

Order No. 3

Project Name Skunk Creek — Skalada Creek Section Date May 27, 1966

Highway Siletz Contract No. 6727 F. A. Project No. ER-152(1) ERFO-152(2)

County Lincoln Prefix 121-1083 Account No. 224 & 238-03

Description of Work To Be Done:

Grass seeding, fertilizing, and mulching to be done by State erosion control crews on cut and fill slopes throughout project, where needed, as protection against erosion and for roadside improvement.

Location by Station Numbers:

As required, MP 5.45, MP 6.55, MP 12.18

Estimate of Quantities and Costs:

5 acres seed and fertilize	@$50/acre	$ 250
5 acres mulch	@$150/acre	750
		$1,000 Total

Explanation:
State is equipped to do this work with special equipment that will be a saving of public funds. Funds were provided in project authorization. This work has not been started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$207,965.70
Present estimate of project cost, including $1,000.00 for work under this order	$207,965.70
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

OREGON STATE HIGHWAY DEPARTMENT

MAY 4 1966 W.E. Martin
Dist. Engineer

Order for Extra Work

G-2-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Skunk Creek-Skalada Creek — Date May 6, 1966

Highway Siletz — Contract No. 6727

County Lincoln — Prefix 121-1083 ER-152(1), ERFO-152(2)

Contractor Lowry & Johnson Construction Co. — F. A. Project No.

Address 6325 N. Vancouver Ave., Portland, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Extra clearing and dozer work to pioneer cut slide at MP 5.45 and get material down cut slope to a point where it can be removed by the Contractor's conventional grading method.

Location by station numbers:

287+50 — 289+00 Lt.

Estimate of quantities and cost:

Labor	$ 150.00	
Equipment Rental	350.00	
	$ 500.00	TOTAL

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Cut slide occurred when cut was approximately half completed. Additional clearing on the slide mass is necessary. Contractor will remove slide material at his unit price for general excavation after it has been brought down to level of cut excavation when slide occurred. Equipment rental rates to be A.G.C., labor rates to be current union scale.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 207,965.70
Present estimate of project cost, including $ 500.00 for work under this order	$ 207,965.70
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer

SP*0291-734

mlg to Vouch 5-25-66

Form S-300—Old

APPROVED
Contingent upon [illegible] of project agreement [illegible] funds are [illegible]
MAR 31 1966
M.E. Dustin
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Skunk Creek-Skalada Creek — Date March 31, 1966
Highway Siletz — Contract No. 6727
County Lincoln — Prefix I21-1083
Contractor Lowry & Johnson — F. A. Project No. ER-152(1), ERFO-152(2)
Address 6325 N. Vancouver Ave., Portland, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove waste fill material from an area of unstable ground which will not support weight of fill. Sliding and ground upheaval have damaged drainage ditch to a point where it will no longer drain.

Location by station numbers:

MP 6.55, Station 60+00 -- 65+00

Estimate of quantities and cost:

Labor	$ 333.00
Equipment Rental	667.00
Total	$ 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Work is not of the same character as regular grading work and material is extremely wet. Labor to be current union scale and equipment rental to be A.G.C. rental rates. Contractor to receive 15% on labor and equipment as per executed contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$207,965.70
Present estimate of project cost, including $1,000.00 for work under this order	$207,965.70
Expected under-run / over-run amount	$ 0.00
Expected under-run / over-run per cent	0.0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Wendell E. Schwartz, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Approved 4-20-66

RECEIVED
JAN 18 1966
FOR FILING

Form CD-121 (1-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6727

KLAMOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: January 13, 1966

In reply refer to: 08-35.DB-3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon ERFO-152(2) - ER-152(1)
Skunk Creek-Skalada Creek Section, Hiletz Highway
State Force Order No. 2

Reference is made to your letter dated January 7, 1966 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.3 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Reimbursement will be made on an actual cost basis. A signed copy of the order is returned herewith.

REFERRED TO
1-18-66
BY ASST. STATE HWY. ENGR.

Attachment

RECEIVED
JAN 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-108—3M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon ... G 1-P
... M E Martin
DEC 7 1965 ... Engineer
Order No. 2

Project Name Skunk Creek-Skalada Creek Date December 13, 1965

Highway Siletz Contract No. 6727 F. A. Project No. ERFO-152(2) ER-152(1)

County Lincoln Prefix 121-1083 Account No. 259-02

Description of Work To Be Done:

Patch existing bituminous roadway surface.

Location by Station Numbers:

50 to 62

Estimate of Quantities and Costs:

Materials	$250.00
Labor	170.00
Equipment Rental	80.00
TOTAL	$500.00

Explanation: Bituminous surface cracking due to subsidence of the existing fill not due to negligence of the contractor. Contractor's operations presently shut down and State equipped to do the work at less expense than reactivating contractor's forces. Prior approval received from Mr. Gerald Wimer 12-10-65.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 207,965.70
Present estimate of project cost, including $ 500.00 for work under this order	$ 207,965.70
Expected under-run / over-run (amount)	$ 0
Expected under-run / over-run (per cent)	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ Keats Oliver, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or for [redacted]

Approval Recommended: /s/ R. D. Asburry, Division Engineer

Approved: /s/ L. H. Young, [redacted] Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

Monthly transaction number	FHM PR-2A (Rev. 31-67) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
ER-152(1)-67		Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County
7		Lincoln
		Project number ER-152(1)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 3, 1965, is hereby modified as follows:

Revised estimated total cost of project $ 404,199.

Revised Federal funds $ 256,462.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 29th day of December, 1965.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By _____
L. R. Backlund, Administrative Mgr.

USCOMM-DC 81120-P63

...ed States Army Department

Federal-Aid
Project No. [illegible]

[illegible]

[illegible]

(...ed to ... basis for modification of proj...ct agreement. Based on low bid ..., approved State Force Orders, also quantity changes in the Lucero Mtn. ... Section and Arbuckle Slide Section based on more recent estimates.)

...m, Oregon, December ..., 1...

[illegible]

Preliminary Engineering — All Required — $ 1,000.00

[illegible]
[illegible] (Sta. 103+12, or 17.7 to Sta. 131+2, or 7.1) (Contract (1))

Clearing and Grubbing	All Required		$ 6,000.00
Rock Excavation, Unclassified	50 cu.yd.	$ 6.00	300.00
Other Excavation, Unclassified	29,200 cu.yd.	0.95	43,740.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	290 M-gal.	2.00	580.00
MC-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Ripping with Dozer and Ripper	40 hour	24.00	960.00
Grade Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Gravel	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	300 cu.yd.	4.50	1,350.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
12-Inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-Inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Borrow Excavation	18,000 cu.yd.	3.75	67,500.00
Guide Posts, R-1	30 only	8.00	240.00
Fence R-1	2,000 lin.ft.	3.00	6,000.00
			$141,170.00
Planting (97½ of Contractor's Cost)	All Required.		$ 1,000.00
	Subtotal		$142,370.00
	E.P. & Cont.		13,630.00
	Total		$156,000.00

[illegible]
[illegible] (Sta. 131+00 to Sta. 137+50) (Contract No. [illegible])

Clearing and Grubbing	All Required.		$ 2,000.00
Rock Excavation, Unclassified	650 cu.yd.	$ 2.00	1,300.00
Other Excavation, Unclassified	450 cu.yd.	1.00	450.00
Bridge Abutment Foundation Excavation, Unclassified	20,000 cu.yd.	1.10	22,000.00

Rock Embankment in Place	12,500 cu.yd.	$ 4.70	$ 58,750.00
Trench Excavation	210 cu.yd.	5.00	1,050.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,160.00
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	10[illegible] lin.ft.	17.50	1,[illegible]55.00
6-inch Steel Perforated Drain Pipe, 18 Ga.	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$101,415.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
		Subtotal	$102,465.00
		Engr. & Cont.	10,246.00
		Total	$112,711.00

Type Code 6202
Skunk Cr.-Shields Cr. (Sta. 52+00 to Sta. 64+00)(Sta. 9+20 to Sta. 16+20)
(Contract No. 6727)

Clearing and Grubbing	All Required (70%)		$ 1,400.00
Ditch Excavation, Unclassified	760 cu.yd.	$ 1.90	1,444.00
General Excavation, Unclassified	57,200 cu.yd.	0.90	51,480.00
Rock Embankment	13,100 cu.yd.	1.50	19,650.00
Rock Slope Protection	1,700 cu.yd.	1.50	2,550.00
Finishing Roadbed and Slopes	All Required (70%)		630.00
Rounding Cutbanks	500 lin.ft.	0.25	125.00
Trench Excavation	620 cu.yd.	2.00	1,240.00
Special Backfill in Drains	300 cu.yd.	5.00	1,500.00
Watering	160 M-gal.	2.50	400.00
SS-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	4.50	1,530.00
Stone Base	2,130 cu.yd.	2.50	5,325.00
Class "B" Asphalt Concrete	380 ton	9.75	3,705.00
12-inch Culvert Pipe	160 lin.ft.	3.00	480.00
18-inch Culvert Pipe	340 lin.ft.	4.75	1,615.00
8-inch Drain Pipe	1,440 lin.ft.	1.80	2,592.00
10-inch Drain Pipe	134 lin.ft.	2.75	368.50
Guide Posts, W-1	44 only	7.60	334.40
Type 2 Fence	164 rod	10.00	1,[illegible]40.00
			$ 93,298.00

Flagging (97½ of Contractor's Cost)	All Required	$ 400.00
Seeding and Mulching	All Required	700.00
Signing	All Required	140.00
Adjust Water Lines	All Required	300.00
		$ 1,540.00
Utilities		
Consumers Power Co.	All Required	$ 577.00
		$ 577.00
	Subtotal	$100,415.00
	Engr. & Cont.	10,041.00
	Total	$110,456.00

Type Code 6401
Temporary and Permanent Flood Repair (MP 6.2 - MP 8.5)

Temporary		
Negotiated equipment, labor and materials	All Required	$ 218.56
State force equipment, labor and materials	All Required	17,483.18
		$ 17,701.74
Permanent		
Approved State Force Orders		
No. 1 Raise Roadway (MP 8.0-MP 8.3)	All Required	$ 3,600.00
No. 3 Remove Logs & Debris (MP 15.1)	All Required	1,000.00
		$ 4,600.00
	Subtotal	$ 22,301.74
	Engr. & Cont.	2,230.00
	Total	$ 24,532.00

Length of Roadway - - - - 20.25 Miles (Intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Euchre Mtn.	155,500.00	98,664.00	56,836.00
Siletz Slide	112,711.00	71,515.00	41,196.00
Skunk Cr.-Skuleda Cr.	110,456.00	70,084.00	40,372.00
Temporary & Permanent Flood Repair	24,532.00	15,565.00	8,967.00
	$404,199.00	$256,462.00	$147,737.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763
121-1083
121-4463
121-4563

A Phase I Report was not submitted on this project. We used charges on the cost book to arrive at the temporary and permanent repair. D.M.S. charges are not included in this estimate.

SHUNK CR.-SKALADA CR. SECTION

PROJECT NO. EH-152(1)

Utility
Work by Consumers Power, Inc.

Materials	$ 91.00
Labor	227.00
Overhead	37.00
Clearing	33.00
Remaining Value of Present Line (Depreciated Value)	213.00
System Betterment Added Pole Life	(44.00) Cr.
Total Estimated Cost to Relocate Line	$577.00

Oregon State Highway Department

Federal Aid
Project No. ER-152(1)

FOREST BOUNDARY-SILETZ SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1965

Type Code P.E.

Preliminary Engineering			$ 1,000.00

Type Code 6202
Euchre Mt. (Sta. 609/02. M.P. 17.7 to Sta. 631/62. M.P. 13.1)(Contract 6560)

Clearing and Grubbing	All Required		$ 6,000.00
Ditch Excavation, Unclassified	50 cu.yd.	6.00	300.00
General Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	28 hours	24.00	672.00
Grid Roller with Tractor	100 hours	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	880 cu.yd.	4.50	3,960.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	15,600 cu.yd.	3.75	58,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$132,172.00
Flagging (57½% of Contractor's Cost)	All Required		1,200.00
	Subtotal		$133,372.00
	10% Engr. and Cont.		13,337.00
	Total		$146,709.00

Type Code 6202
Siletz Slide (Sta. 135/00 to Sta. 139/50)(Contract No. 6632)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	2.00	1,300.00
General Excavation, Unclassified	850 cu.yd.	1.00	850.00

Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	$22,550.00
Rock Embankment in Place	11,900 cu.yd.	4.70	55,930.00
Trench Excavation	210 cu.yd.	5.00	1,050.00
Special Backfill in Drains	120 cu.yd.	6.00	720.00
Watering	20 M-gal.	10.00	200.00
SS-1 Asphalt in Watering	1,300 gal.	0.30	390.00
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,160.00
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe 12 gage, Type "G" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 gage	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	100.00
			$ 98,595.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
	Subtotal		$ 99,645.00
	10% Engr. and Cont.		9,964.00
	Total		$109,609.00

Type Code 6202

Skunk Cr.-Skalada Cr. (Sta. 52+00 to Sta. 64+30)(Sta. 9+20 to Sta. 15+20)

Clearing and Grubbing	All Required (70%)		$ 4,900.00
Ditch Excavation, Unclassified	760 cu.yd.	2.50	1,900.00
General Excavation, Unclassified	57,200 cu.yd.	0.65	37,180.00
Rock Embankment	13,100 cu.yd.	1.75	22,925.00
Rock Slope Protection	1,700 cu.yd.	3.50	5,950.00
Finishing Roadbed and Slopes	All Required (70%)		420.00
Rounding Cutbanks	500 lin.ft.	0.30	150.00
Trench Excavation	620 cu.yd.	3.00	1,860.00
Special Backfill in Drains	300 cu.yd.	8.00	2,400.00
Watering	160 M-gal.	4.00	640.00
SS-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	5.50	1,870.00
Stone Base	2,130 cu.yd.	3.50	7,455.00
Class "B" Asphalt Concrete	380 ton	15.00	5,700.00
12-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert Pipe	340 lin.ft.	6.00	2,040.00

8-inch Drain Pipe	1,440 lin.ft.	2.50	$ 3,600.00
10-inch Drain Pipe	134 lin.ft.	3.25	435.50
Guide Post, W-1	44 only	8.00	352.00
Type 2 Fence	164 rod	12.00	1,968.00
			$102,675.50
Flagging (57½ of Contractor's Cost)	All Required		$ 400.00
Seeding and Mulching	All Required		700.00
Signing	All Required		140.00
Adjust Water Lines	All Required		300.00
			$ 1,540.00
Utilities			
Consumers Power Co.	All Required		$ 300.00 Est. in no billing
Lincoln-Tillamook Telephone	All Required		200.00
	Subtotal		$104,715.50
	10% Engr. and Cont.		10,471.50
	Total		$115,187.00

Length of Eucher Mtn. . . . . 0.413 mile
Cost of Roadway Per Mile $255,217.60
Length of Siletz Slide . . . . . 0.035 mile
Cost of Roadway Per Mile $1,289,517.65
Length of Skunk Cr.-Skalada Cr. . . . 0.341 mile
Cost of Roadway Per Mile $337,791.78

Type Code 6201
Approved State Force Orders

No. 1 Raise Roadway (M.P. 8.0 to 8.3)	All Required	$ 3,600.00
No. 3 Remove Logs & Debris (M.P. 15.1)	All Required	1,000.00
	Subtotal	$4,600.00
	10% Engr. and Cont.	460.00
	Total	$5,060.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	1,000.00	634.00	366.00
Eucher Mtn.	146,709.00	93,086.00	53,623.00
Siletz Slide	109,609.00	69,546.00	40,063.00
Skunk Cr.-Skalada Cr.	115,187.00	73,064.00	42,123.00
Approved State Force Orders	5,060.00	3,210.00	1,850.00
	$377,565.00	$239,540.00	$138,025.00

Retained in Authorized Fund Status

Temporary and Permanent Repair Not Covered By This Estimate	$ 19,325.00	$12,200.00	$ 7,125.00
	$396,900.00	$251,740.00	$145,160.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Const.: Chap. 529, Laws 1939.

Prefix: 121-1077
121-1079
121-4763

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. ER-152(2) 1-8-1 & 2	FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
PROJECT REPORT NO. #4	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 12-29-65	COUNTY Lincoln
		PROJECT NO. ERFO-152(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Kernville-Forest Boundary Section of Siletz Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-22-65	6.23
RIGHTS-OF-WAY		
CONSTRUCTION	6-24-65	6.23
OTHER (Specify)		

FUNDS Pro Rata 100 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 124,573.00	$ 124,573.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M. J. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 2 9 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. ERFO-152(2)

KERNVILLE-FOREST BOUNDARY SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement based on low bid prices, approved State Force Orders, temporary and permanent repairs.)

Salem, Oregon, November 22, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00
Type Code 6202			
Skunk Cr.-Skaleda Cr. (Sta. 285+00 to Sta. 292+00) (Contract No. 6727)			
Clearing and Grubbing	All Required	(30%)	$ 600.00
Ditch Excavation, Unclassified	40 cu. yd.	1.90	76.00
General Excavation, Unclassified	53,200 cu. yd.	0.90	47,880.00
Rock Embankment	14,200 cu. yd.	1.50	21,300.00
Furnishing Roadbed and Slopes	All Required	(30%)	270.00
Rounding Cutbanks	300 lin. ft.	0.25	75.00
Trench Excavation	250 cu. yd.	2.00	500.00
Special Backfill in Drains	100 cu. yd.	5.00	500.00
Watering	40 M-gal.	2.50	100.00
SS-1 Asphalt in Watering	420 gal.	0.50	210.00
3/4"-0 Material in Stone Leveling Course	240 cu. yd.	4.50	1,080.00
Stone Base	1,390 cu. yd.	2.50	3,475.00
3/4"-0 Aggregate in Prime Coat	14 cu. yd.	5.50	77.00
RC-250 Asphalt in Prime Coat	2 ton	80.00	160.00
Class "B" Asphalt Concrete	420 ton	9.75	4,095.00
18-inch Culvert Pipe	130 lin. ft.	4.75	617.50
8-inch Drain Pipe	510 lin. ft.	1.80	918.00
Guide Posts, W-1	10 only	7.60	76.00
			$82,009.50
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Seeding and Mulching	All Required		300.00
Signing	All Required		60.00
Tractor with Dozer	All Required		1,350.00
			$ 1,910.00
Utility			
Consumers Power Co.	All Required		$ 1,155.00
			1,155.00

	Subtotal	$85,074.50
	Engr. & Cont.	8,506.50
	Total	$93,581.00

Type Code Y006
Flood Repair, Temporary and Permanent (M.P. 0.00-M.P. 6.23)

Temporary

Negotiated Equipment, Labor & Material	All Required	$ 5,320.96
State Force Equipment, Labor & Materials	All Required	10,234.50
		$15,555.46

Permanent

S.F.O. No. 2	All Required	$10,000.00
S.F.O. No. 4	All Required	1,710.00
		$11,710.00
	Subtotal	$27,265.46
	Engr. & Cont.	2,726.54
	Total	$29,992.00

Length of Roadway - - - - - - 6.23 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Skunk Cr.-Skalada Cr.	93,581.00	93,581.00
Temporary & Permanent Repair	29,992.00	29,992.00
	$124,573.00	$124,573.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Prefixes: 121-1083, 121-4463, 121-4563, 121-4763

We arrived at the temporary amount from charges on the cost books which is the most accurate information we have. No phase 1 report was submitted on this project. The equipment as shown on the title sheet was taken from the pay vouchers.

SKUNK CR.-SKALADA CR. SECTION

PROJECT NO. ERFO-152(2)

Utility

Work by Consumers Power, Inc.

Materials	$ 182.00
Labor	494.00
Overhead	75.00
Clearing	67.00
Remaining Value of Present Lines (Depreciated Value)	425.00
System Betterment Added Pole Life	(88.00)
Total Estimated Cost of Relocate Line	$1,155.00

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are sending three copies of revised P.S. and E. estimate for the Zigzag-Mt. Hood Section, Project No. ERFO-198(2). Estimate revised to reduce amount in authorized status for use on other projects as shown below.

Increase	Action	Present	Change	New Total
ERFO-152(2)	P.S. & E.	$ 73,000	$28,217	$101,217 ✓ 114,677.00
ERFO-184(3)	P.A.	350,000	20,571	370,571
ERFO-178(1)	P.S. & E.	7,000	6,815	13,815
			$55,603	
Decrease				
ERFO-198(2)	Revised P.S. & E.	$698,000	$55,603	$642,397

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Assistant Office Engineer

Oregon State Highway Department

Federal Aid
Project No. ERFO-152(2)

KERNVILLE-FOREST BOUNDARY SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 31, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00
Type Code 6202			
Skunk Cr.-Skelada Cr. (Sta. 285+00 to Sta. 292+00)			
Clearing and Grubbing	All Required (30%)		$ 2,100.00
Ditch Excavation, Unclassified	40 cu.yds.	$ 2.50	100.00
General Excavation, Unclassified	53,200 cu.yds.	0.65	34,580.00
Rock Embankment	14,200 cu.yds.	1.75	24,850.00
Furnishing Roadbed and Slopes	All Required (30%)		180.00
Rounding Cutbanks	300 lin.ft.	0.30	90.00
Trench Excavation	250 cu.yds.	3.00	750.00
Special Backfill in Drains	100 cu.yds.	8.00	800.00
Watering	40 M-gals.	4.00	160.00
SS-1 Asphalt in Watering	420 gals.	0.50	210.00
3/4" - 0 Material in Stone Leveling Course	240 cu.yds.	5.50	1,320.00
Stone Base	1,390 cu.yds.	3.50	4,865.00
3/4" - 0 Aggregate in Prime Coat	14 cu.yds.	7.50	105.00
RC-250 Asphalt in Prime Coat	2 tons	100.00	200.00
Class "B" Asphalt Concrete	420 tons	15.00	6,300.00
18-inch Culvert Pipe	130 lin.ft.	6.00	780.00
8-inch Drain Pipe	510 lin.ft.	2.50	1,275.00
Guide Posts, W-1	10 only	8.00	80.00
			$78,745.00
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Seeding and Mulching	All Required		300.00
Signing	All Required		60.00
Tractor, with Dozer			1,350.00
			$ 1,910.00
Utility			
Consumers Power Co.			$ 600.00
			$ 600.00

	Subtotal		$81,255.00
	10% Engr. & Cont.		8,125.00
	Total		$89,380.00
Approved State Force Work			
S.F.O. #2 Remove Debris	All Required		$10,000.00
S.F.O. #4 Structure Surfacing	All Required		1,710.00
			$11,710.00
Emergency Equipment Rental			
Move ½ cu.yd. Dragline	All Required		$ 25.00
½ cu.yd. Dragline	8 hours	$ 15.00	120.00
			$ 145.00
Emergency State Force Work			
Labor, Equipment and Material	All Required		$10,234.00
			$10,234.00
	Subtotal		$22,089.00
	10% Engr. & Cont.		2,208.00
	Total		$24,297.00

Length of Slide Contract (MP 5.45) - - - - - - 0.133 Mile
Cost of Roadway per Mile - - - - - - - - - - - - $95,526.31

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Roadway (Contract	$ 89,380.00	$ 89,380.00
State Force Work	24,297.00	24,297.00
Preliminary Engineering	1,000.00	1,000.00
	$114,677.00	$114,677.00

Oregon State Highway Department

Federal Aid
Project No. ERFO-152(2)

KERNVILLE-FOREST BOUNDARY SECTION OF THE

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 19, 1965

Type Code P.E.			
Preliminary Engineering	All Required		$ 1,000.00
Type Code 6202			
Roadway (Sta. 285+00 to Sta. 292+00)			
Clearing and Grubbing	All Required (30%)		$ 2,100.00
Ditch Excavation, Unclassified	40 cu.yd.	2.50	100.00
General Excavation, Unclassified	53,200 cu.yd.	0.65	34,580.00
Rock Embankment	14,200 cu.yd.	1.75	24,850.00
Furnishing Roadbed and Slopes	All Required (30%)		180.00
Rounding Cutbanks	300 lin.ft.	0.30	90.00
Trench Excavation	250 cu.yd.	3.00	750.00
Special Backfill in Drains	100 cu.yd.	8.00	800.00
Watering	40 M-gal.	4.00	160.00
SS-1 Asphalt in Watering	420 gal.	0.50	210.00
3/4" - 0 Material in Stone Leveling Course	240 cu.yd.	5.50	1,320.00
Stone Base	1,390 cu.yd.	3.50	4,865.00
3/4" - 0 Aggregate in Prime Coat	14 cu.yd.	7.50	105.00
RC-250 Asphalt in Prime Coat	2 ton	100.00	200.00
Class "B" Asphalt Concrete	428 ton	15.00	6,420.00
18-inch Culvert Pipe	130 lin.ft.	6.00	780.00
8-inch Drain Pipe	510 lin.ft.	2.50	1,275.00
Guide Posts, W-1	10 only	8.00	80.00
			$78,865.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Seeding and Mulching	All Required		300.00
Signing	All Required		60.00
Tractor, with Dozer	All Required		1,350.00
			$ 1,910.00
Utility			
Consumer Power Co.			$ 600.00
	Subtotal		$81,375.00
	10% Engr. and Cont.		8,137.00
	Total		$89,512.00

Approved State Force Work			
S.F.O. #2 Remove Debris	All Required		$10,000.00
S.F.O. #4 Structure Surfacing	All Required		1,710.00
			$ 1,171.00
Emergency Equipment Rental			
Move 1/2 cu.yd. Dragline	All Required		$ 25.00
1/2 cu.yd. Dragline	8 hours	15.00	120.00
			$ 145.00
Emergency State Force Work			
Labor, Equipment and Material	All Required		$10,234.50
	Subtotal		$11,550.50
	10% Engr. and Cont.		1,154.50
	Total		$12,705.00

Length of Slide Contract (M.P. 5.45)- - - - - - - - - - - 0.133 Miles

Cost of Roadway Per Mile - - - - - - - - - - - - - - - - - $95,526.31

Summary of Funds

Description	Total Cost	Federal Funds
Roadway (Contract)	$89,512.00	$89,512.00
State Force Work	12,705.00	12,705.00
Preliminary Engineering	1,000.00	1,000.00
	$101,217.00	$101,217.00

RECEIVED
DEC 23 1965

ERFO-152(1)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6227

KLA 12-05

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street
Salem, Oregon

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 22, 1965

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Pronect ER-152(1)
Forest Boundary - Siletz Section
Siletz Highway
Emergency Repairs

We hereby concur in the use of State Force Account procedures as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 2, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 20.25 (intermittent) miles of roadway at a total estimated cost of $19,472.00. Estimated emergency fund participation is to be (at the regular pro rata share), or $12,354.00.

A finding regarding nonincidental permanent repairs on the project by State Forces was previously transmitted on May 4, and May 26, 1965. We concurred in the contract awards for Euchre Mtn. Section, Siletz Slide Correction, and Skunk Cr. - Skalada Cr. Section on March 30, July 6, and October 19, 1965 respectively.

Enclosures

REFERRED TO
Young w/encls.
By Asst. State Hwy. Engr.
12-22-65

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Oregon State Highway Department

[illegible]

[illegible]

(Estimate as a basis for modification of project [illegible]. Based on [illegible] prices, approved State Force Orders, [illegible] quantity of rock in the Lecher Mtn. Section and Siletz Slide Section based on more recent estimates.)

Salem, Oregon, December 2, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 1,000.00

Type Code [illegible]
Lecher Mtn. (Sta. 60+32, RT 17.7 to Sta. 63+[illegible], Rt 11.1) (Contract [illegible]) ER-152(1)

Clearing and Grubbing	All Required		[illegible]
Ditch Excavation, Unclassified	50 cu.yd.	$ 6.00	300.00
General Excavation, Unclassified	25,200 cu.yd.	0.95	23,940.00
Finishing Roadbed and Slopes	0.41 mile	1,000.00	410.00
Trench Excavation	80 cu.yd.	8.00	640.00
Watering	230 M-gal.	2.00	460.00
SS-1 Asphalt in Watering	3,000 gal.	0.35	1,050.00
Tractor with Dozer and Ripper	48 hour	24.00	672.00
Grid Roller with Tractor	100 hour	28.00	2,800.00
Furnishing Subbase	4,200 cu.yd.	2.85	11,970.00
3/4" - 0 Material in Stone Leveling Course	830 cu.yd.	4.50	3,900.00
Class "B" Asphalt Concrete	1,130 ton	12.00	13,560.00
18-Inch Metal Culvert Pipe, Type "A" Coating	170 lin.ft.	7.00	1,190.00
24-Inch Metal Culvert Pipe, Type "A" Coating	60 lin.ft.	8.00	480.00
Loose Riprap	15,000 cu.yd.	3.75	67,500.00
Guide Posts, W-1	30 only	8.00	240.00
Guard Rail	2,000 lin.ft.	3.00	6,000.00
			$141,172.00
Flagging (57% of Contractor's Cost)	All Required		$ 1,200.00
	Subtotal		$142,372.00
	Engr. & Cont.		13,128.00
	Total		$155,500.00

Type Code [illegible]
Siletz Slide (Sta. 135+00 to Sta. 139+50) (Contract No. [illegible]) ER-152(1)

Clearing and Grubbing	All Required		$ 2,500.00
Ditch Excavation, Unclassified	650 cu.yd.	$ 2.00	1,300.00
General Excavation, Unclassified	890 cu.yd.	1.00	890.00
Embankment Foundation Excavation, Unclassified	20,500 cu.yd.	1.10	22,550.00

Oregon State Highway Department.

Rock Embankment in Place	[illegible]	[illegible]	[illegible]
Trench Excavation	[illegible]	[illegible]	[illegible]
Special Backfill in Drains	[illegible]	[illegible]	[illegible]
Watering	[illegible]	10.00	[illegible]
MC-1 Asphalt in Watering	1,900 gal.	0.30	[illegible]
3/4" - 0 Material in Base	290 cu.yd.	4.00	1,[illegible]
Stone Base	550 cu.yd.	4.00	2,200.00
Class "B" Asphalt Concrete	250 ton	13.00	3,250.00
36-inch Steel Culvert Pipe, 12 Ga., Type "C" Coated	106 lin.ft.	17.50	1,855.00
6-inch Steel Perforated Drain Pipe, 18 Ga.	840 lin.ft.	3.00	2,520.00
Guard Rail	500 lin.ft.	4.00	2,000.00
Rail End Pieces	2 only	10.00	20.00
Guide Posts, W-1	10 only	10.00	10[illegible]
			[illegible]
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Tractor with Dozer	All Required		650.00
Seeding and Mulching	All Required		200.00
			$ 1,050.00
	Subtotal		$102,455.00
	Engr. & Cont.		10,[illegible].00
	Total		$112,711.00

Type Code (402)
Name Cr.- [illegible] Cr. (St. 2+00 to St. [illegible]+00) (St. 9+20 to St. 15+80)
(Contract No. [illegible])

Clearing and Grubbing	All Required (70%)		$ 1,400.00
Ditch Excavation, Unclassified	760 cu.yd.	$ 1.90	1,444.00
General Excavation, Unclassified	57,200 cu.yd.	0.90	51,480.00
Rock Embankment	13,100 cu.yd.	1.50	19,650.00
Rock Slope Protection	1,700 cu.yd.	1.50	2,550.00
Finishing Roadbed and Slopes	All Required (70%)		630.00
Rounding Cutbanks	500 lin.ft.	0.25	125.00
Trench Excavation	620 cu.yd.	2.00	1,240.00
Special Backfill in Drains	300 cu.yd.	5.00	1,500.00
Watering	160 M-gal.	2.50	400.00
MC-1 Asphalt in Watering	580 gal.	0.50	290.00
3/4" - 0 Material in Stone Leveling Course	340 cu.yd.	4.50	1,530.00
Stone Base	2,130 cu.yd.	2.50	5,325.00
Class "B" Asphalt Concrete	380 ton	9.75	3,705.00
12-inch Culvert Pipe	100 lin.ft.	3.00	480.00
18-inch Culvert Pipe	340 lin.ft.	4.75	1,615.00
8-inch Drain Pipe	1,440 lin.ft.	1.80	2,592.00
10-inch Drain Pipe	134 lin.ft.	2.75	368.50
Guide Posts, W-1	44 only	7.60	334.40
Type 2 Fence	164 rod	10.00	1,[illegible].00
			$ 93,[illegible].00

Fl[illegible] (5%) of Contractor's Cost)	[illegible]	[illegible]
Seeding and Mulching	[illegible]	[illegible]
Signing	[illegible]	[illegible]
Adjust Water Lines	All Required	[illegible]
		$ 1,[illegible]
Utilities		
Consumers Power Co.	All Required	$ [illegible]
		$ 977.00
	Subtotal	$100,415.00
	Engr. & Cont.	10,041.00
	Total	$110,456.00

Type Code (451)
T[illegible]y and Permanent Flood Repair (IM 8.0 - IM 24.5)

Temporary

Negotiated equipment, labor and materials	All Required	$ 283.96
State force equipment, labor and materials	All Required	17,423.12
		$ 17,701.74

Permanent

Approved State Force Orders		
No. 1 Raise Roadway (MP 8.0-MP 8.3)	All Required	$ 3,000.00
No. 3 Remove Logs & Debris (MP 15.1)	All Required	1,000.00
		$ 4,000.00
	Subtotal	$ 22,301.74
	Engr. & Cont.	2,230.00
	Total	$ 24,532.00

Length of Roadway - - - - 20.25 Miles (Intermittent)

SUMMARY OF FUNDS

	Total Cost	Fed. Funds	State Funds
Preliminary Engineering	$ 1,000.00	$ 634.00	$ 366.00
Eagle Mt.	159,500.00	98,664.00	56,836.00
Slide	112,711.00	71,515.00	41,196.00
Skunk Cr.-Skokomish Cr.	110,456.00	70,084.00	40,372.00
Temporary & Permanent Flood Repair	24,532.00	15,595.00	8,937.00
	$404,199.00	$256,462.00	$147,737.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 549, Laws 1939.
State Funds for Maint.: Chap. 549, Laws 1939.

Oregon State Highway Department -/-

Prefix: 121-1077
121-1079
121-4703
121-1083
121-4403
121-4363

A Phase I Report was not submitted on this project. We used charges on the cost book to arrive at the temporary and permanent repair. D.H.S. charges are not included in this estimate.

SKUNK CR.-[illegible] CR. [illegible]

PROJECT NO. ES-152(1)

Utility
Mark Ly Consumers Power, Inc.

Materials	$ 91.00
Labor	247.00
Overhead	37.00
Clearing	33.00
Remaining Value of Present Line (Depreciated Value)	213.00
System Betterment Added Pole Life	(44.00) Cr.
Total Estimated Cost to Relocate Line	$577.00

RECEIVED
DEC 9 - 1965
FOR FILING

Form CD-121 (11-63) (Proc. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EKP 1 - 31

6727

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 7, 1965

In reply refer to: 08-35.DB-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-152(2)
Kernville-Forest Boundary Section, Siletz Highway
MP 0.00 to MP 6.23, Forest Highway No. 4

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated restoration work made necessary by flood damage on the subject project. State Force account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of State forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed your resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's November 22, 1965 letter are approved. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs and associated restoration work on 6.23 miles of roadway and bridges at a total estimated negotiated contract amount of $5,853.06 and State force account work amount of $11,257.95. Estimated emergency fund participation is to be 100% financing, or $17,111.00.

A finding regarding non-associated restoration work on the project by State Forces was previously transmitted on May 14 and May 25, 1965. We concurred in the contract award for Skunk Creek-Skalada Creek Section on October 19, 1965.

REFERRED TO Wlands.
By Asst. State Hwy. Engr.
12-9-65

RECEIVED
DEC 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Oregon State Highway Department

Federal-Aid
Project No. ERFO-152(2)

KREMLIN-POMONT PRIMARY SECTION OF SILETZ

SILETZ HIGHWAY IN LINCOLN COUNTY

(Estimate as a basis for project agreement based on low bid prices, approved State Force Orders, temporary and permanent repairs.)

Salem, Oregon, November 22, 1965

Type Code P.E. Preliminary Engineering	All Required		$ 1,000.00
Type Code 6202 Munk Cr.-Nicholds Cr. (Sta. 285+00 to Sta. 302+00) (Contract No. 6787)			
Clearing and Grubbing	All Required	(30%)	$ 600.00
Ditch Excavation, Unclassified	40 cu. yd.	1.90	76.00
General Excavation, Unclassified	53,200 cu. yd.	0.90	47,880.00
Rock Embankment	14,200 cu. yd.	1.50	21,300.00
Furnishing Roadbed and Slopes	All Required	(30%)	270.00
Rounding Cutbanks	300 lin. ft.	0.25	75.00
Trench Excavation	250 cu. yd.	2.00	500.00
Special Backfill in Drains	100 cu. yd.	5.00	500.00
Watering	40 M-gal.	2.50	100.00
SS-1 Asphalt in Watering	420 gal.	0.50	210.00
3/4"-0 Material in Stone Leveling Course	240 cu. yd.	4.50	1,080.00
Stone Base	1,390 cu. yd.	2.50	3,475.00
3/4"-0 Aggregate in Prime Coat	14 cu. yd.	5.50	77.00
RC-250 Asphalt in Prime Coat	2 ton	80.00	160.00
Class "B" Asphalt Concrete	420 ton	9.75	4,095.00
12-inch Culvert Pipe	130 lin. ft.	4.75	617.50
8-inch Drain Pipe	510 lin. ft.	1.80	918.00
Guide Posts, W-1	10 only	7.60	76.00
			$22,009.50
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Seeding and Mulching	All Required		300.00
Signing	All Required		60.00
Tractor with Dozer	All Required		1,350.00
			$ 1,910.00
Utility			
Consumers Power Co.	All Required		$ 1,155.00
			1,155.00

	Subtotal	[illegible]
	Engr. & Cont.	[illegible]
	Total	$[illegible]

Type Code Y006
Flood Damage, Temporary and Permanent (M.P. 0.00-M.P. 6.23)

Temporary

Negotiated Equipment, Labor & Material	All Required	$ 5,320.96
State Force Equipment, Labor & Materials	All Required	10,234.50
		$15,555.46

Permanent

S.F.O. No. 2	All Required	$10,000.00
S.F.O. No. 4	All Required	1,710.00
		$11,710.00

Subtotal	$27,265.46
Engr. & Cont.	2,726.54
Total	$29,992.00

Length of Roadway - - - - - - - 6.23 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
P.E.	$ 1,000.00	$ 1,000.00
Shank Cr.-Scalada Cr.	93,581.00	93,581.00
Temporary & Permanent Repair	29,992.00	29,992.00
	$124,573.00	$124,573.00

State Funds for Construction: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939

State Funds for Maintenance: Chap. 529, Laws 1939

Prefixes: 121-1083, 121-4463, 121-4563, 121-4763

We arrived at the temporary amount from charges on the cost books which is the most accurate information we have. No phase 1 report was submitted on this project. The equipment as shown on the title sheet was taken from the pay vouchers.

SWAN CR.-SKALADA CR. SECTION

PROJECT NO. HRFO-152(2)

Utility

Work by Consumers Power, Inc.

Materials	$ 182.00
Labor	494.00
Overhead	75.00
Clearing	67.00
Remaining Value of Present Lines (Depreciated Value)	425.00
System Betterment Added Pole Life	(88.00)
Total Estimated Cost of Relocate Line	$1,155.00

ERFO-152(2)

STATE HIGHWAY DEPARTMENT

project agreement if additional funds are required.

OCT Date 1965 By [illegible]
Cl-P
G2-P
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Skunk Creek-Skalada Creek **Date** November 9, 1965

Highway Siletz **Contract No.** 6727

County Lincoln **Prefix** 121-1083

Contractor Lowry & Johnson Construction **F. A. Project No.** ER-152(1), ERFO-152(2

Address 6325 N. Vancouver Ave., Portland, Ore. 97217 **Order No.** 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide flagmen for purpose of safeguarding traffic passing through and by the project while said project is under construction.

NOTED
F. B. KLABOE

Location by station numbers:

Entire project

Estimate of quantities and cost:

State share of flagmen labor costs as set forth in the standard specifications - $4,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Funds of $600.00 provided in project authorization. Present estimate of cost is in excess of authorized amount.
Work under this order started October 5, 1965, prior to execution of contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 207,965.70	
Present estimate of project cost, including $4,000.00 for work under this order	$ 207,965.70	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ Keats Oliver — Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer Ass't. Division Engineer

Approved: /s/ L. H. Young ~~Deputy State Highway Engineer~~ ~~State Highway Engineer~~ Office Engineer.

Young 10-12-67

SP*25577-734

FORM S-188

RECEIVED
OCT 28 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6727

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 28, 1965

Lowry & Johnson Construction
6325 N. V ncouver Avenue
Portland, Oregon 97217

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6727, awarded October 19, 1965, for slide correction on the Skunk Creek-Skalada Creek Section of the Siletz Highway in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
OCT 27 1965
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 205-10)

UNITED STATES GOVERNMENT

Memorandum

6727

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 22, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO-152(1) & ER-152(1)
Skunk Creek-Skalada Creek Section
Slide correction

As requested in Mr. Young's letter of October 20, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 19, 1965 in the award of contract No. 6727 to Lowry & Johnson Construction, of Portland, Oregon, low bidder in the amount of $180,308.40 at the October 12, 1965 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
10-26-65

RECEIVED
OCT 25 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 30 1965
FOR FILING

APPROVED
6727

October 20, 1965

Lowry & Johnson Construction
6325 N. Vancouver Avenue
Portland, Oregon

Gentlemen:

The State Highway Commission on September 28, 1965, accepted your proposal for intermittent slide correction on the Skunk Creek-Skaleda Creek Section of the Siletz Highway in Lincoln County for the sum of $180,308.40 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer on October 19 awarded you the project, which has been assigned Contract No. 6727.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

cc: Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
Pacific Builder & Engineer, Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

RECEIVED
OCT 20 1965
FOR FILING

October 20, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 19, 1965, is requested in the award of Contract for the Skunk Creek - Skaleda Creek Section, Project No. ERFO-152(2) and EB-152(1).

The contractor receiving the award is Lowery and Johnson Construction of Portland in the amount of $180,308.40 with the Contract No. 6727 assigned. This bid was received on September 24, 1965 and awarded October 19, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the state's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ds

RECEIVED
OCT 20 1965
FOR FILING

Form CD-121 (11-63) (Prcs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

EHR-15(1)
ER-152(1)
6757

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 13, 1965

In reply refer to: 08-35.5

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: L. R. Backlund
Administrative Manager

SUBJECT: Oregon Projects ER-152(1) and ERFO-152(2)
Skunk Creek, Skalada Creek Section
Consumer's Power Inc., Utility Adjustment

The subject utility adjustment was approved by our memorandum of September 28, 1965.

In reviewing the cost estimate there are two items which are not eligible for Federal participation.

The portion of Item A entitled "Lost Material" is not eligible for reimbursement since this material is not actually incorporated in the work.

Item E, Remaining Value of Present Line (Depreciated Value), is not reimbursable as the purpose of the relocation is to avoid a taking. This would be a duplicate payment of damage.

Yours 10-20-65

NOTED
E.B. KLABOE

RECEIVED
OCT 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 19 1965

Form A-105—5M

6721 January 28, 1964 ER Flood Damage Repairs

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project Item #9 if additional funds are required.
Date OCT 12 1965 By W. E. Martin
Title Asst. State Engineer
U.S. Bureau of Public Roads

Order No. 4 Suppl.

Project Name Skunk Creek Bridge No. 1491 Date October 12, 1965, 19 ERFO

Highway Siletz Secondary No. 181 Contract No. F. A. Project No. 152(2)

County Lincoln Prefix 121-4763 Account No. 152-08DF-04

Description of Work To Be Done:

Furnish and place 2 x 2 decking	$1,710.00
Place 3" (average depth) Asphaltic Surface	500.00
Place sways and strengthen bridge	600.00
Paint handrail	150.00

Location by Station Numbers:

M.P. 05.35 Siletz Secondary Hwy. No. 181, FAS 196, NFH 4

Estimate of Quantities and Costs:

Labor	$1,600
Equipment	250
Materials	1,110
Total	$2,960

Explanation: To complete emergency structure built immediately after the flood to replace washed out structure. No 2 x 2 decking or wearing surface placed during emergency work. While placing the 2 x 2 deck it was found that the structure had a great deal of movement - sway braces were placed and bridge was strengthened to eliminate movement.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,710.00	$1,710.00
Present estimate of project cost, including $1,250 for work under this order	$2,960.00	
Expected under-run / over-run (amount)	$	
Expected under-run / over-run (per cent)		

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Sandquist, Resident Engineer

Approval Recommended: /s/ G. L. Decker, Asst. Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young ~~Deputy State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

RECEIVED
OCT 6 - 1965

Form CD-121 (11-63) (Prsa. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

ERFD-152(2)
ER-152(1)

KLABOE

TO : Mr. Forrest Cooper, State Highway Engineer
6727 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M.E. Martin
District Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 28, 1965

In reply refer to: 08-35.2-EC

SUBJECT: Oregon Project ER-152(1) and ERFO-152(2)
Skunk Creek-Skalada Creek Section
Consumer's Power Inc., Utility Adjustment

Our memorandum dated September 2, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated July 30, 1965, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated September 14, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated September 24, 1965. In the event it is determined that the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory providing the Appendix A clauses of your May 7, 1965 Civil Rights Assurances are made part of the utility contractor's contract.

The addition of the subject utility as a minor program change as evidenced by the P.S. & E. estimate is hereby approved.

You are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

RECEIVED
OCT 7 1965
OFFICE OF

REFERRED TO
Asst. State Hwy. Engr.
10-6-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 10 1965
FOR FILING

Form CO-12 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

ERFO-152(2)
ER-152(1)
6727

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Projects ER-152(1) and ERFO-152(2)
Skunk Cr.-Skalada Cr.
Slide Correction

P. S. & E. documents for portions of the subject projects have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project as indicated in Mr. Oakes' August 19, 1965 report, with the following exceptions:

File No. 38119 - Steele
" " 38120 - Siletz Land & Dairy
" " 38121 - Howard
" " 38122 - Nutt
" " 38123 - Lundstedt
" " 38233 - Columbia River Paper Co.

REFERRED TO
By Asst. State Hwy. Engr.

The report indicates that the above parcels may not be available for occupancy and contractor's use by the date of the bid opening, however we understand that you intend to delay award up to the 30-day period allowable pending the right of way availability. The outstanding files should be made available for occupancy and contractor's use prior to our concurrence in award.

Authorization to proceed with utility adjustments included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Mr. Young's September 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Attach.

Orig. to Young w/maps
copies to Morgan
- Oakes
9-9

RECEIVED
MAY 27 1965

Form CD-121 (Rev. 3-63) (41 CFR 101-11.6) A.O. 206-10)

UNITED STATES GOVERNMENT

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Memorandum

FOR PUBLICATION
ERFO-152(2)
ER 152(2)
6727

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project ERFO-152(2)
Siletz Highway in Lincoln County - FAS 196, NFH 4
Skunk Creek Bridge - MP 5.33

Mr. Young's letter of May 18, 1965 furnished copies of subject State Force Order covering the milepost 5.33 Skunk Creek Bridge section of subject ERFO project. Contemplated work consists of the construction of a permanent wearing surface of a temporary structure built immediately following the flood. This letter ratifies in writing our May 12, 1965 tentative oral advanced approval of the proposed work.

We have approved the use of State force account procedures in accordance with PPM 21-6.2 for the direct performance of the work by use of labor, materials and equipment furnished by your department and under your direct control for the reasons outlined in Mr. Young's letter and in the estimated amount of $1,710.00 with Federal participation of 100% if additional funds are made available.

State equipment rental rates will be according to a schedule that has been previously approved by this office for use on Force account work. Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

This action is made with the understanding that Federal participation is subject to further administrative action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

5-26-65

Form A-108—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

January 28, 1965
ER Flood Damage Repairs

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date _____ By W E Martin
Title Division Engineer
U.S. Bureau of Public Roads

Order No. 4

Project Name Skunk Creek Bridge No. 1491 Date April 28, 1965

Highway Siletz Secondary Hwy. No. 181 Contract No. _____ F. A. Project No. ERFO-152(2)

County Lincoln Prefix 21-4763 Account No. 152-08DF

Description of Work To Be Done:

Furnish and place 2 x 2 decking 3800 BF @ $400.00	$1,520.00
Place 2" Asphalt Surface 190 sq.yds. @ $1.00	$ 190.00

Location by Station Numbers:

M.P. 05.33 Siletz Secondary Hwy. No. 181 FAS 196 NFH 4

Estimate of Quantities and Costs:

Labor	$ 800.00
Equipment	200.00
Materials	710.00
	$1,710.00

Explanation:

To complete emergency structure built during period after flood in this area.

This work can be performed most efficiently by State forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $_____

Present estimate of project cost, including

$1,710.00 for work under this order $_____

Expected under-run / over-run (amount) . . . . . $_____

Expected under-run / over-run (per cent) . . . . . _____

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Sandquist
Resident Engineer

Approval Recommended: /s/ G. L. Decker
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

TILLAMOOK

O. G. FRANSEN

Cape Lookout

Sand Lake

Hemlock
76.84

Beaver

E. J. BEACHY

WALTER J. ARNESON

Hebo

McMINN

Cloverdale

Otrotown

Netarts

Bayocean

Oswald West

Shorecrest

B. F. LEE

Ocean Lake

Delake

Tony

Rose Lodge

J. A. FOWRY

DALLAS

P O L

Kornville

Lincoln Beach

Depoe Bay

Siletz

Otter Rock
121-63

MP 5.83
Siletz Highway
Lincoln Beach

R. L. MOFFITT

YAQUINA HEAD

Agate Beach

Kings Valley

NEWPORT
141.98

Chintimini

Summit

Blodgett

Philomath
58.56

B. W. STEELE

W. M. WOOD

Eddyville

LINCOLN

TOLEDO

Waldport
155.82

BENTON

Alsea

J. H. WELLS

Yachats

V. HOFLICH

167.61

Paris

Alpine

Blachly

RECEIVED
MAY 24 1965
FHWA - FILES

Form CD-11 (1-62)
A.O. Gen. 10

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

EKH-1-2(7)
(707)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 14, 1965

In reply refer to: 08-35.4-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ERFO 152(2)
Skunk Creek Bridge No. 1491 Section of the
Siletz Highway in Lincoln County - FAS 196, NFH 4
State Force Order No. 2

FILED
B KABOF

Mr. Young's letter of May 6, 1965 furnished copies of subject State Force Order covering the subject bridge under Project No. ERFO 152(2). This letter ratifies in writing our May 4, 1965 tentative oral advance approvals of the proposed work.

We have approved the use of State force account procedures by use of labor and equipment furnished by the State and under your direct control for the reasons outlined in Mr. Young's letter as well as those enumerated below:

1. The State has sufficient equipment available of a type suitable to perform the prescribed work in an expeditious manner at the location indicated.

It is understood that work consists of debris clearance above the bridge with Federal participation limited to areas within the highway right-of-way.

Participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Though State force account procedures have been approved under the provisions of PPM 21-6.2 as being in the public interest, such action does not waive other policy and procedural requirements in connection with the work. Controls comparable to normal contract procedures are necessary, particularly if changes in the contemplated plan of operations or scope of the work occur. Procedures specified by subparagraph 18b of PPM 21-6.3 are applicable and in some instances supplemental action may be necessary, particularly if it is decided to contract a portion of the work which would require specific approval thereof as well as concurrence in award with an anti-collusion certificate to be furnished.

orig w/ attachment
to agreement
5-17-65

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

This action is made with the understanding that Federal participation is subject to Congressional action to provide the full pro rata share of emergency funds. Consequently, approval herein cannot serve as a commitment or obligation on the part of the United States to provide additional emergency funds for the work.

RECEIVED
MAY 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form A-186—SM

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date MAY 4 1965 By F. D. Morgan
Title Bridge Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Skunk Creek Bridge No. 1491 Date April 21, 1965, 19

Highway Siletz Secondary Hwy. No. 181 Contract No. F. A. Project No. ERFO-152(2)

County Lincoln Prefix 121-4763 Account No. 152-08 DF

Description of Work To Be Done:

Remove debris and drift above bridge.

Location by Station Numbers:

MP 05.33 Siletz Secondary Hwy. 181 FAS 196 NFH 4

Estimate of Quantities and Costs:

Labor	$ 8,000.00
Equipment	2,000.00
Materials	-
Total	$10,000.00

Explanation:
Large amount of drift collected above this structure during flood of December 1964 and January 1965 and should be removed. It is more economical to do this with State Forces than by contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization . . . . . $
Present estimate of project cost, including
$ 10,000.00 for work under this order $
Expected under-run / over-run (amount) . . . . . $
Expected under-run / over-run (per cent) . . . . .

Space to right of this line is for use of Salem Office

Submitted by: /s/ W. E. Sandquist, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer / Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

ER-109 (2) Sucker Creek (Bridgeview & Holland) Bridges, Holland Loop Road 1965

#6728

CyA
0860

OREGON STATE HIGHWAY DEPARTMENT

FORM A-190 (2-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94504

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
3-15-68	66 111[illegible]		517-106[illegible]-797

RECEIVED
MAR 15 1968
ENGINEER
COUNTY & CITY DIVISION

Josephine County
Courthouse
Grants Pass, Oregon 97526

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: R. L. Templin, County Engineer			
Final Billing: Sucker Creek (Bridgeview & Holland) Bridge, FAS 967, [illegible]-109 (?). Covered by agreement dated 3-11-65.			
County advance deposit		99,500.00	
Less amount previously transferred		99,500.00	
County share of construction costs		75,157.35	7,000.00
Less amount previously transferred		77,500.00	
			9,657.35
To be refunded			4,342.65

ACKNOWLEDGMENT OF REFUND REQUEST

Check Received with Invoice: Y...

By .....

RICHARD UNREIN

NOTED
DON HARMELL

ER, Josephine C

(MEMORANDUM) Voucher No. 14-[illegible]

FORM PR-20A (REV. 5-65)
FORM APPROVED BY
COMPTROLLER GENERAL
U.S. MAY 12, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 3-15-67

VOUCHER NO.

BUREAU VOUCHER NO.

APPROPRIATION

BUREAU SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

PAID BY

ADDRESS Treasurer of the State of Oregon

NOTED
P. B. Arensmeier

Capitol Building, Salem, Oregon

(For use of Paying Office)

STATE

FEDERAL AID PROJECT NO.

Oregon

VOUCHER PERIOD: FROM 12-22-66 TO 12-9-66

FAS 109 (2)

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT (Payee must not use this column)
			$106,461.82	$88,905.21	$17,556.61	

RECEIVED DIVISION OFFICE — BY — DATE

FIELD AUDIT MADE — BY — DATE

PASSED FOR PAYMENT — BY — DATE

REMARKS

NOTED
H. S. COX

Oregon

R.H. Chare
Fed.-Aid Engr.

RECEIVED
MAR 15 1967
ENGINEER
COUNTY & CITY DIVISION

$17,556.61

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

PREVIOUS EDITIONS ARE OBSOLETE

U.S. COMM. DC 27613-P66

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	[redacted]					
	[redacted]					
	Total Participating Cost:					
	County F.A.S Route # 267				$ 36,864.27	
	Prorate percent				63.90%	
	Prorate from U.S.				$ 23,408.81	
	Less 25% Retent				(5,852.20)	
	Subtotal				$ 17,556.61	
	Current Billing Claims					
	Prefix 517-1066				$ 86,515.31	
	Prefix 517-1977				2,389.90	
					$106,461.82	

NOTED
HAROLD REYNOLDSON

AMOUNT CARRIED FORWARD.

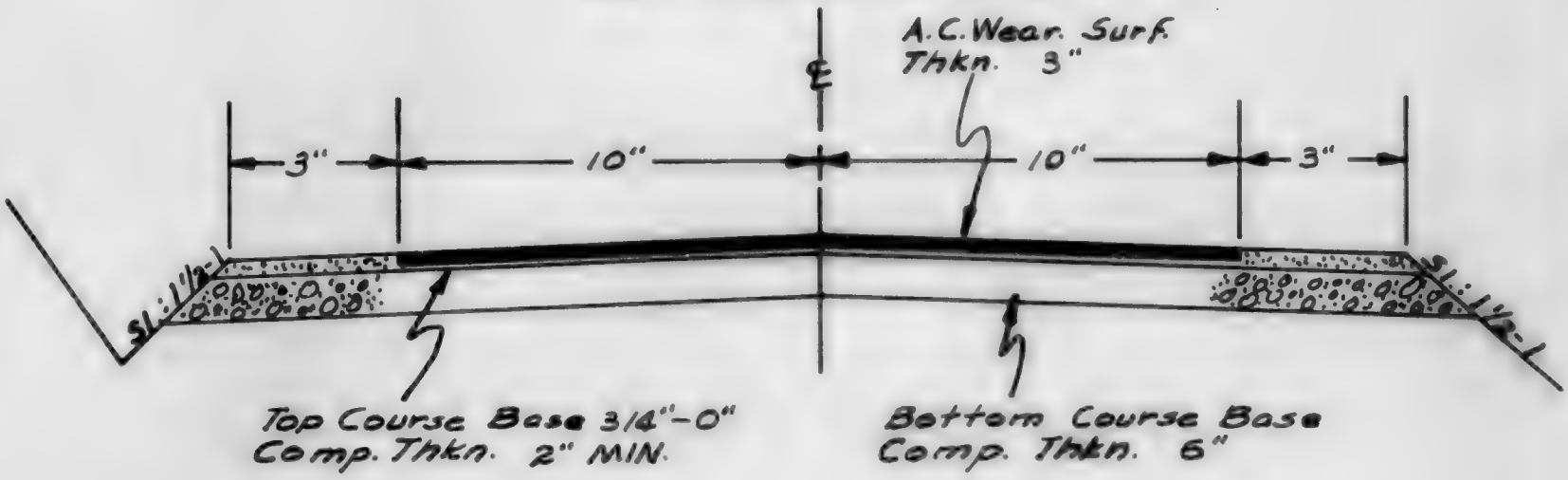
TYPICAL SECTIONS

FAS 267; ER

JOSEPHINE COUNTY,

OREGON

267-HOLLAND LOOP



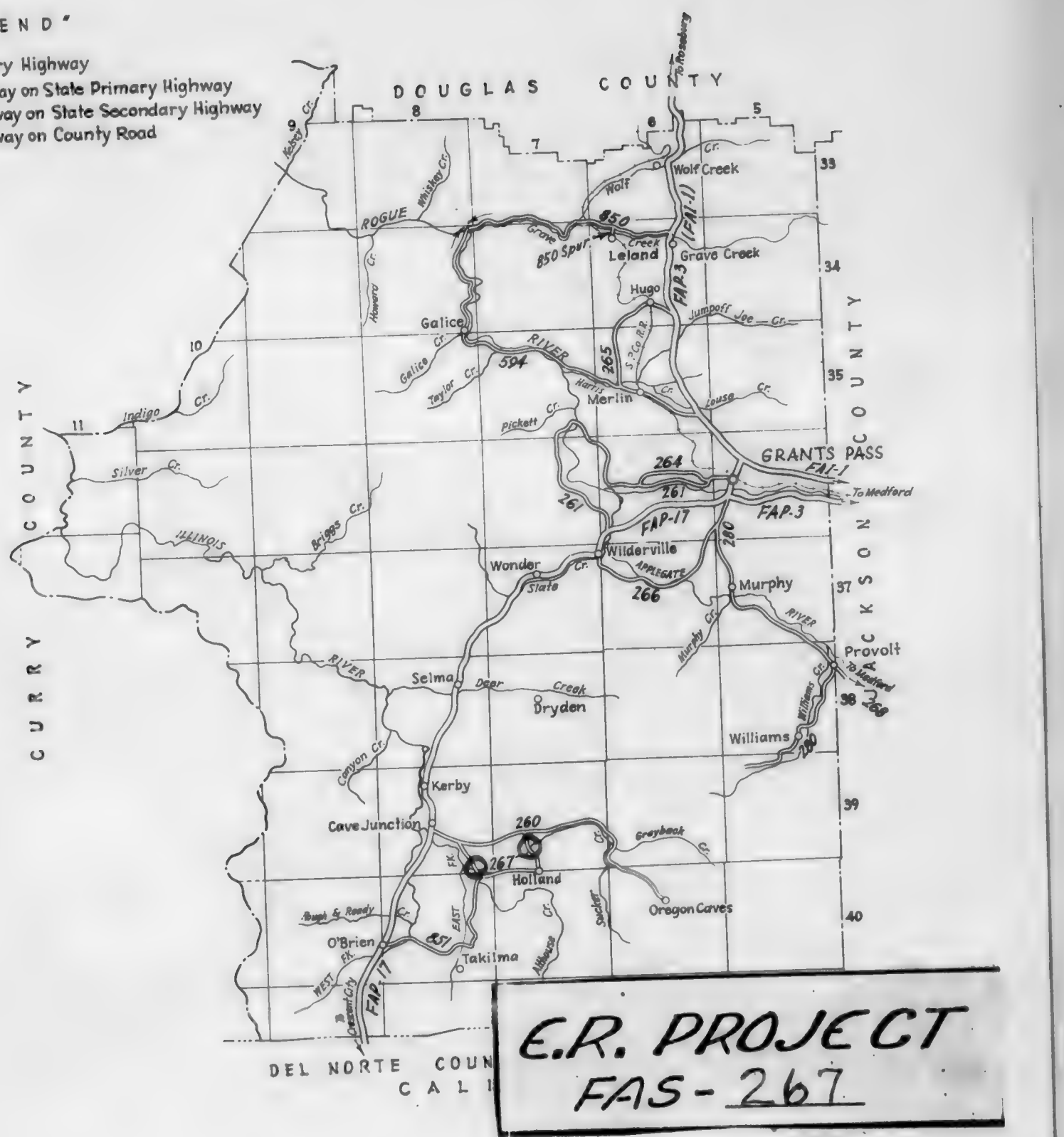
JOSEPHINE COUNTY

FAS SYSTEM

Scale 0 1 2 4 Mi. May 1961

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road



E.R. PROJECT
FAS-267

STATE COPY

Monthly transaction number 1-5	FORM PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 7	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Josephine
Modification number 1		Project number ER-109(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 15, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 146,155	$ 184,782
Federal funds	$ 92,735.00	$ 117,355.23
Other revisions		

This modification is made for the following reasons:

Revised estimate including Josephine Co. billing and increased preliminary engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 22nd day of December, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By T. H. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-109(2)

SUCKER CREEK (BRIDGEVIEW & HOLLAND) BRIDGES

ON HOLLAND LOOP COUNTY ROAD IN JOSEPHINE COUNTY

(Revised estimate as a basis for modification of project agreement. Based on low bid prices and Josephine County's billing.)

Salem, Oregon, December 5, 1966

Type Code P.E.			
Preliminary Engineering	All Req.		$ 3,763.04
Type Code X021			
Bridgeview Bridge (#7325A) (Sta. 171+40 - Sta. 174+14) (Contract No. 6728)			
Cut and Reposition Bridge	All Req.		$ 14,000.00
Shoring, Cribbing, etc.	All Req.		11,000.00
Structural Excavation	300 cu.yds.	$ 8.00	2,400.00
Furnish 10 BP 42 Steel Piling	400 l.ft.	5.50	2,200.00
Drive Steel Piles	10 only	150.00	1,500.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (40 c.y. @ $125.00)	All Req.		4,000.00
Metal Reinforcement (3,000 lb. @ $0.20)	All Req.		500.00
Stone Riprap	130 cu.yd.	6.00	780.00
Special Backfill	425 cu.yd.	4.00	1,700.00
			$ 38,160.00
Type Code X021			
Holland Bridge (#7334A) (Sta. 470+41 - Sta. 473+22) (Contract No. 6728)			
Cut and Reposition Bridge	All Req.		$ 20,000.00
Shoring, Cribbing, etc.	All Req.		15,000.00
Structural Excavation	240 cu.yds.	$ 8.00	1,920.00
Furnish 10 BP 42 Steel Piling	1,340 l.ft.	5.50	7,370.00
Drive Steel Piles	34 only	140.00	4,760.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (352 c.y. @ $90.00)	All Req.		29,000.00
Metal Reinforcement (74,500 lb. $0.13)	All Req.		10,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	20 lin.ft.	4.00	80.00
Stone Riprap	130 c.yd.	8.00	1,040.00
Special Backfill	425 c.yd.	8.00	3,400.00
			$ 92,890.00
			$131,050.00
	Engr. & Cont.		13,105.00
	Subtotal		$144,155.00

Type Code 6201
Temporary and Permanent Repairs (M.P. 1.6 to M.P. 1.8) (M.P. 7.4 to M.P. 7.5)

Temporary

Negotiated Equipment, Labor & Materials	All Req.	$ 28,249.54
County Force Equipment, Labor & Materials	All Req.	2,872.19
		$ 31,121.73

Permanent

County Force Order No. 2	All Req.	$ 3,331.48
County Force Order No. 5		2,411.06
		$ 5,742.54
	Subtotal	$ 36,864.27
	Total	$184,782.31

Length of Structures ——————————— 0.105 mi.
Length of Project ——————————— 5.900 mi. Intermittent

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 3,763.04	$ 2,389.90	$ 686.57	$ 686.57
Structures	144,155.00	91,552.84	26,301.08	26,301.08
Temp. & Perm. Repairs By Josephine County	36,864.27	23,412.49	6,725.89	6,725.89
	$184,782.31	$117,355.23	$33,713.54	$33,713.54

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix — 517-1066
517-1977

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
NOV 29 1965

SHORT TERM PROGRAM NO. 182

PROJECT REPORT NO.
FOR FILING
4 ER-109(2)

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-15-65

STATE: Oregon

COUNTY: Josephine

PROJECT NO.: ER-109(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sucker Creek (Bridgeview and Holland) Bridges.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	4-14-65	0.105
RIGHTS-OF-WAY		
CONSTRUCTION	6-26-65	0.105
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 146,155.00	$ 92,735.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 15 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8908-P64

Oregon State Highway Department

Federal-Aid
Project No. ER-109(2)

SUCKER CREEK (BRIDGEVIEW & HOLLAND) BRIDGES

ON HOLLAND LOOP COUNTY ROAD IN JOSEPHINE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 4, 1965

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code X021
Bridgeview Bridge (No. 7325A) (Sta. 171+40 - Sta. 174+14) (Contract No. 6728)

Cut and Reposition Bridge	All Required		$14,000.00
Shoring, Cribbing, etc.	All Required		11,000.00
Structural Excavation	300 cu.yds.	$ 8.00	2,400.00
Furnish 10 BP 42 Steel Piling	400 lin.ft.	5.50	2,200.00
Drive Steel Piles	10 only	150.00	1,500.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (40 cu.yd. @ $125.00)	All Required		4,000.00
Metal Reinforcement (3,000 lbs. @ $0.20)	All Required		500.00
Stone Riprap	130 cu.yds.	6.00	780.00
Special Backfill	425 cu.yds.	4.00	1,700.00
			$38,160.00

Type Code X021
Holland Bridge (#7334A) (Sta. 470+41 - Sta. 473+22) (Contract No. 6728)

Cut and Reposition Bridge	All Required		$20,000.00
Shoring, Cribbing, etc.	All Required		15,000.00
Structural Excavation	240 cu.yds.	$ 8.00	1,920.00
Furnish 10 BP 42 Steel Piling	1,340 l.ft.	5.50	7,370.00
Drive Steel Piles	34 only	140.00	4,760.00
Splice Steel Piles	8 only	40.00	320.00
Class "A" Concrete (352 cu.yd. @ $90.00)	All Required		29,000.00
Metal Reinforcement (74,500 lb. @ $0.13)	All required		10,000.00
8-inch Metal Unperforated Drain Pipe, Type "A" Coating	20 lin.ft.	4.00	80.00
Stone Riprap	130 cu.yds.	8.00	1,040.00
Special Backfill	425 cu.yds.	8.00	3,400.00
			$92,890.00

Subtotal	$131,050.00
Engr. & Cont.	13,105.00
Total	$144,155.00

Length of Structures - - - - - - - - - - - - 0.105 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds
Preliminary Engineering	$ 2,000.00	$ 1,269.00	$ 365.50	$ 365.50
Structures	144,155.00	91,466.00	26,344.50	26,344.50
Subtotal	$146,155.00	$92,735.00	$26,710.00	$26,710.00
Retained in Authorized Fund Status				
Temporary and permanent work not covered by this estimate.	20,845.00	13,226.00	3,809.50	3,809.50
Total	$167,000.00	$105,961.00	$30,519.50	$30,519.50

State Funds for Constr.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 517-1066

FORM PR-33A (12-63) (CC: OSHD (Klaboe), OSHD (Edward), Region, Wash DC)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL REPORT
(PPM 20-6.1)

RECEIVED
DEC 16 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier

REGION NO.	REPORT NO.	COUNTY	DIVISION
8	7	Josephine	Oregon
DATE OF REPORT: DEC 9 1966	REPORT MADE BY: C. T. Christianson, Area Engr		PROJECT NO.: ER-109(2)
COMPLETION DATE: 8-8-66	ACCEPTANCE DATE BY CONTRACTING AGENCY: 9-26-66	TIME ELAPSED: NA	APPROVED EXTENSION(S): None
CONTRACT TIME: 6	LOCATION: FAS Route 267, Josephine County		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

NOTED
RICHARD UNREIN

NOTED
H. S. COX

HOLLAND LOOP ROAD
Grading, Paving and Structures

* The contract portion of this project was completed on 6-17-66 at a final cost of $131,450.66. The specified contract completion date was 6-30-66.

Laboratory reports and record measurements together with a summary of extra work orders and price agreements pertinent to the contract portion of this project, have been adequately covered in previous inspection reports.

12-15-66 Copies to Yancey Christ Cut Chandler JJ

The temporary phase of operations on this project were completed at a final cost of $31,121.73.

Work performed under County Force Order No. 2 was completed at a final cost of $3,331.48, and work performed under County Force Order No. 5 was completed at a final cost $2,411.06.

Materials utilized in the county portion of this project have been obtained from locally available borrow sources or county maintenance stock and are considered satisfactory for corporation into the work.

(more)

NOTED
HAROLD REYNOLDSON

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

C. T. Christianson
Area Engineer
C. T. Christianson, Area Engineer

Project Accepted DEC 9 1966
Date

Division Engineer
A. W. Parsons, Division Engineer

NOTED
R. H. PRANGE

NOTED
DON HARWELL

All construction performed in the restoration of this route has been performed in accordance with good engineering and construction practice and has resulted in a facility of equal or better quality than that existing prior to the flood.

All work contained in the county billings for this project is considered eligible under the terms of this project.

NOTED
H. S. COX

FAS 267
Douglas Co

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

December 9, 1966

[Original signed by
M. E. Martin
Dist. Engineer]

08-35-DB

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

Oregon Project ER-109(2)
Sucker Creek (Bridgeview and Holland) Bridges
FAS 267
Emergency Repairs

We hereby concur in contracts negotiated as a result of our December 22, 1964 statewide authorization to proceed with temporary operations and associated permanent restoration work made necessary by flood damage on the subject project. County Force Account procedures on a portion of the work also are approved. Waiver of competitive contract requirements and use of County forces were considered to have been in the public interest in accordance with PPM 21-6.2, to alleviate suffering and hardship by initiating immediate repairs of extensive damage which severely taxed County resources.

In addition, the emergency repair plans and the details of such work included in the agreement estimate submitted with Mr. Young's December 5, 1966 letter are approved. Established County rental rates must be supported by accounting records, or if not available the alternate rates approved by this office on August 19 and September 23, 1965 may be used. A signed copy of the plans and a copy of the project agreement estimate which also covers previously approved permanent work are returned herewith.

The actions covered herein involve temporary repairs on 5.9 (intermittent) miles of roadway and/or bridges at a total estimated negotiated contract amount of $28,249, and County Force Account work amount of $2,872. Estimated emergency fund participation is to be at the regular pro-rata share, or $19,765.

Findings regarding non-incidental permanent repairs on the project by County Forces were previously transmitted on December 13, 1965 and October 5, 1966. We concurred in the contract award for the structure for this section on October 22, 1965.

cc:
Region (4) w/2 cys agreement estimate
& plans (PR-37 distributed separately)
H.S. Cox, County-City Div.
Lusk

NOTED
HAROLD REYNOLDSON

RECEIVED
DEC 12 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

NOTED
P. B. Arensmeier

November 18, 1966

NOTED
RICHARD UNREIN

Mr. Richard Templin Jr.
Josephine County Engineer
Courthouse
Grants Pass, Oregon

HR 109(2)(5)
Holland Loop Road
FAS 267

Attention: Wally Owen

Dear Sir:

The cost summary forms Josephine County submitted were forwarded to the Bureau of Public Roads for approval. The Bureau returned them to us and we were informed that there are some necessary alterations to be made by the County. These alterations will affect force order No. 2 which was approved on February 17, 1965 and force order No. 5 which was approved April 23, 1965. It will be necessary to arrange the billings on the cost summary forms into the following divisions:

1. Temporary--Work on Holland Loop Road before the approval of the force orders.

2. Force order No. 2 permanent work--Approaches to Sucker Creek Bridges.

3. Force order No. 5 Permanent work--Construct and remove detour bridges and approaches for Sucker Creek Bridges.

Work which was acted on and done after the approval of the force order is considered to be permanent work even though some of it may be temporary in nature.

Remember completion date of each.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

HR:nr
Att. Copies of force order 265

cc: Duane Ridings

NOTED
R. H. PRANGE

NOTED
DON HARWELL

ER

477 Cottage Street, NE
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

October 5, 1966

08-35.58-2

A. W. Parsons, Division Engineer
Salem, Oregon

Original signed by
M. E. Martin
By: Dist. Engineer
M. E. Martin
District Engineer

Oregon Project ER-109(2)
Holland Loop Road, FAS 267
County Force Order No. 2

Mr. Young's letter of October 3, 1966 furnished copies of subject County Force Order covering riprap, grading, and paving of bridge approaches on subject ER project. This letter ratifies in writing our September 30, 1966 tentative oral approval of the proposed work retroactive to February 17, 1965.

Submittal of this County Force Order was inadvertently overlooked during the emergency rush and tremendous workload placed on County personnel by the flood of December 1964.

Retroactive approval is granted because eligibility of the work was determined at the time of initial inspection and work performed has not varied from that described in the initial inspection report.

We have approved the use of County force account procedures in accordance with FPM 21-6.2 by use of labor, materials and equipment furnished by the county and under their direct control, for the reasons outlined in Mr. Young's letter in the estimated amount of $34,500.00 with Federal participation of $20,700.00.

County equipment rental rates were according to a schedule that had not been previously approved by this office for use on force account work and was based on accounting records. Participation in costs was determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachments:

4 copies of State's letter dated October 3, 1966
4 copies of BPR approval letter dated October 5, 1966
Copy of County Force Order No. 2

I CONCUR: B. H. French, Regional Engineer

BY: _____
B.J. McClarty, Asst. Reg. Engr.

DATE: _____

RECEIVED
OCT 6
ENGINEER

Contract No. — Sect Holland Loop Road FA No. FR-109(2)

Type Order C.F.O. No. 2 Amount $34,500.00 Funds in Project Author. $_____

Status of Total Project Authorization: Over _____ % $_____ Under _____ % $_____

Explanation (why) and Comments Permanent flood repair work involving construction of bridge approaches. County has personnel, equipment and materials and can do work more economically and expeditiously than by Contract. Rental of outside equipment not anticipated.

Price Checked by Cost Analyst — Discussed Ass't. Constr. Engr. —

Discussed B.P.R. Sept 30 1966 by Swan

Action Recommended B.P.R. Tentative approval By Christianson

Authorized to proceed due to emergency or unusual conditions: YES 2-17-65* NO _____

* Request retro-active approval. Eligibility of work determined at initial inspection, but County inadvertently omitted work in CFO 5 which covered detours, etc. Bridges constructed under separate Contract.

cc: Bureau of Public Roads

RECEIVED
OCT 1 - 1966
FOR FILING
EK-117(2)
6124

October 3, 1966

St. Paul Fire & Marine Insurance Co.
Portland Office
1500 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6748 awarded to Stacy Construction Company, Inc., for structures on the Sucker Creek (Bridgeview and Holland) bridges of the Holland Loop Road (FAS 267) in Josephine County was completed on June 17, 1966, and accepted by the Highway Commission on September 26, 1966.

Final payment in the amount of $6,554.50 will be released to the contractor after October 10, 1966. The total contract amount is $131,349.55 including $646.55 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Stacy Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon 97526

Oakridge Insurance Agency, Inc.
Star Route, Box 215
Oakridge, Oregon 97463

L. H. Young
C. H. Maison
Attn: John Herr

ER 9-30

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1966

SUBJECT: ER-109(2)
Sucker Creek Bridges

To: Mr. D. E. Swan
Construction Division
O F F I C E

Attached are five copies of Josephine County's Force Order No. 2 which includes the construction of approach fills to the two bridges reconstructed under an ER contract under the supervision of the State Highway Department. The work connected with these approaches should have been included in Force Order No. 5 but it was inadvertently omitted. As this work has been completed, retroactive approval is requested.

V. R. Jones
Planning Engineer
County and City Division

VRJ:mm
Att.

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 29 1966
CONSTRUCTION DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 23 1966
ENGINEER
COUNTY & CITY DIVISION

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 2

F. A. Project No. ER-109-(2) Date Feb. 17. 1965 ,

Highway HOLLAND LOOP ROAD FAS 267

County Josephine Prefix Account No.

Description of Work To Be Done:

1. Repair of flood damage to the Sucker Creek Bridge and approaches on the Holland Loop Road near Bridgeview, Oregon. Work to include approach fill and rip-rap.

2. Repair of flood damage to the Sucker Creek Bridge and approaches on the Holland Loop Road near Holland, Oregon. Work to include approach fill, rip-rap, base rock, surfacing and paving.

Estimate of Quantities and Costs:

LABOR (all required)	$ 6,500.00
EQUIPMENT (all required)	10,000.00
MATERIALS (all required)	18,000.00

Explanation:

County forces availabe and best suited for this repair work.

Submitted by: JOSEPHINE COUNTY, OREGON Approved:

By R. T. Engle
County Engineer

STATE OF OREGON

STATE HIGHWAY DEPARTMENT

PLANS FOR PROPOSED PROJECT

FLOOD DAMAGE REPAIR

HOLLAND LOOP SECTION

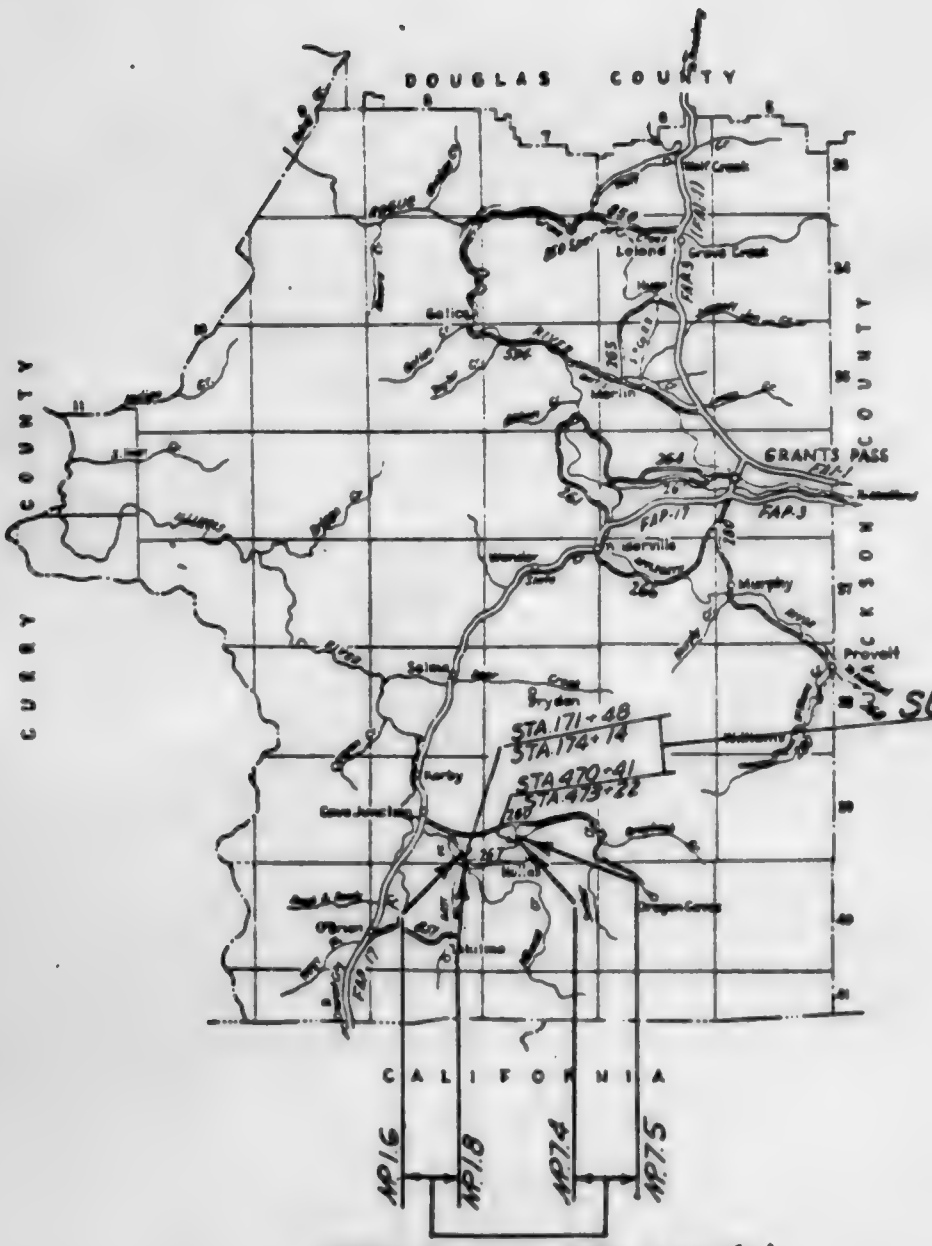
FAS 267

JOSEPHINE COUNTY

AUGUST, 1966

SUM

ITEM
Crane
Backhoe
D-6 Cat
Dump Truck
Tracerator 1¼ C.Y.
Haul Riprap
Riprap



SUCKER CR. (BRIDGEVIEW & HOLLAND) BRIDGE'S

PROJECT ER-109(2)

STATE HIGHWAY COMMI

Glenn L. Jackson Chairm

Kenneth N. Fridley Comm

David B. Simpson Comm

RECEIVED
SEP 26 1966
FOR FILING

14 1094 (1)
6728

September 26, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed June 17, 1966, on Contract No. 6728. The contract was with Stash Construction Co., Inc. and was for structures on the Sucker Creek (Bridgeview and Holland) Bridges on Holland Loop Road (FA3267) in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective September 26, 1966, and that you concur in this procedure at the Commission meeting on October 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler
Victor D. Wolfe

bg

COST SUMMARY

F. A. Project No. ER-109 - (5) County JOSEPHINE

FAS Route No. 267 Date Sept. 19, 1966

Revised Nov. 22, 1966

Warrant or Voucher No.	Brief Description	Costs
	PERMANENT WORK Force Work Order No. 5	
Time Cards and Payrolls on File	County Payrolls - June 10th thru Oct. 1, 1965 Temporary Bridge built after April 28, 1965	805.02
	County Equip. Rental June 10th thru Oct. 1, 1965	476.81
Labor & Materials	Detour Construction	29.78
	Finishing - other costs.	868.59
	3/4"-0 Crushed Rock	210.00
	Nails - Snap-ties, etc.	20.86
	(See Data Processing, May and June 1966 for above starting with Detour Const.)	
	TOTAL ----------	$ 2,411.06
	Page 1 - Temporary Work	31,121.73
	Page 2 - Permanent Work -Force Work Order No. 2	3,331.48
	TOTAL ----------	36,864.27

Completion Date: August 8, 1966

Holland Loop

Order for Force Work No. 2

COST SUMMARY

F. A. Project No. ER-109 (2)

FAS Route No. 267

County JOSEPHINE

Date Sept. 19, 1966
Revised 11/22/66

Warrant or Voucher No.	Brief Description	Costs
	PERMANENT WORK	
Time Cards and Payrolls on File	County Payrolls - From Feb. 18th thru May 13, 1965	$ 130.10
	County Equipment Rental, Feb. 18th thru May 13, 1965	32.03
	Stock Materials used from County Stock Materials Steel H. Beams (5/21/65) May 21, 1965 (see attachment)	237.83
	Stock Materisls used from County Stock Materials Lumber, wire, nails, steel, etc. (see attachment)	1,130.16 ✓
9145	Rough and Ready Lumber Sales, Inc. Lumber	149.26
8/8/66	Copeland Paving, Inc. Asphaltic Paving Inv. No. 1169B of 8/8/66	1,652.10 ✓
	Total - - - - - - - - -	$ 3.331.48

COST SUMMARY

F. A. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date 12/29/65 revised 11/22/66

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
Time Cards & Payrolls on File	County Payrolls, Dec. 24, 1964 thru Feb. 17th, 1965	$ 1,321.08
	County Equipment Rental, Dec. 24, 1964 thru Feb. 17th, 1965	1,551.11
7212	Cabax Lumber Sales-Green Douglas Fir, Dec. 31, 1984	285.49
7236	Walter Colpits - 1¼ Cat Traxcavator w/Oper. @ $10.50 per hr. Dec. 24, 25, 26, 27th, 1964	294.00
7258	Mike Leonard and James Leonard - Dump Truck w/Oper. 8½ hrs. @ $12.50 per hr. Dec. 30, 1964	106.25
7363	Ausland Construction Co. -Shoring up bridge at Sucker Creek, Dec. 31, 1964.	141.00
7554	Joe M. Ollis - Rip-rap rock placement at Sucker Creek and move D-6 (see attachment) Jan. 5, 1965 to Feb. 4, 1965	1,540.00
7576	Williams Plumbing -Backhoe Work 5½ hrs. at $10.00 per hr Dec. 31, 1964	55.00
7900	Paulson Truck Lines, Inc. Move D-7"Cat" from Galice to Bridgeview to clear debris from Sucker Creek. Feb. 2, 1965.	105.60
7590 & 7360	Kenneth E. Jackson - Truck haul of rip-rap rock Date Paid-Feb. 15, 1965 (see attachment)	10,848.60
7845 & 7491	J. & T. Construction Co. - Furnish rip-rap rock and load on county trucks or its agents Jan. 1, to Feb. 5th. Jan. 1st to Feb. 5th. (see attachment)	14,873.60
	Temporary Work	$31,121.73

(Attachments sent in with orignal cost summary)

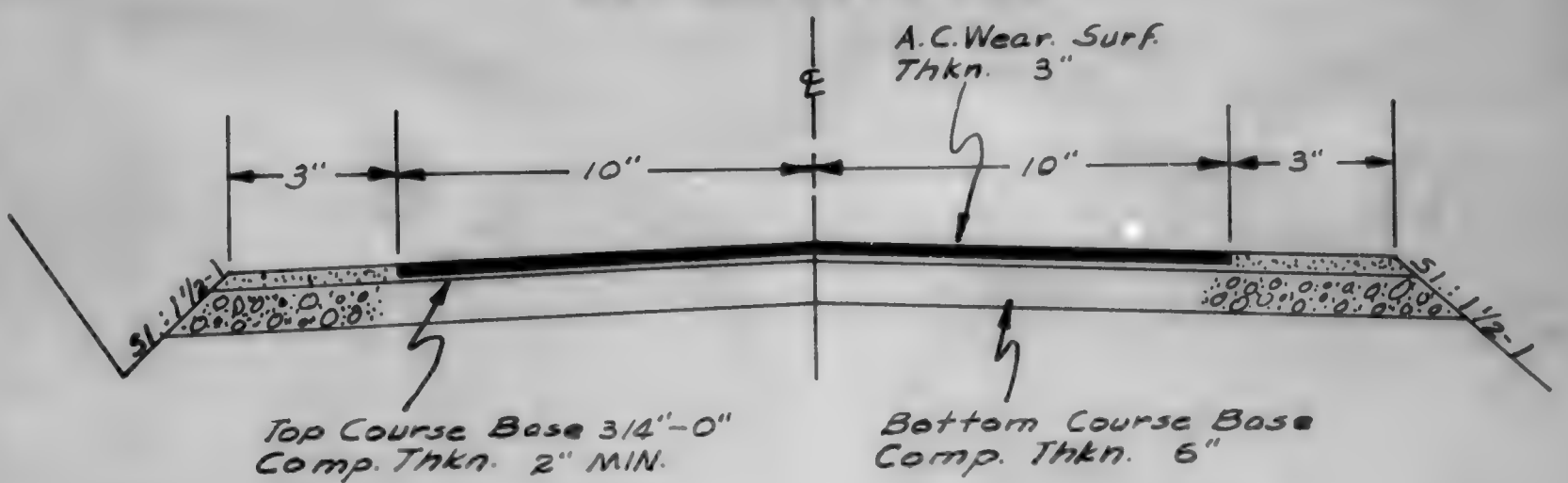
TYPICAL SECTIONS

FAS 267; ER

JOSEPHINE COUNTY,

OREGON

267-HOLLAND LOOP



OFFICE PHONE
476-4441

CUSTOMER'S ORIGINAL INVOICE

HOME PHONE
476-3253

COPELAND PAVING, INC.

P.O. BOX 603 — 605 S.E. "J" STREET -:- GRANTS PASS, ORE.

DATE 8/8/ 1966

SOLD TO

Josephine County Road Dept.
Grants Pass, Oregon

OUR INVOICE № 1160 B

TERMS—NET 10TH PROXIMO

Duplicate billing- 1167 B

asphaltic paving-

Holland Loop and Sucker Creek

137.675 Tons	A/C "C" Mix	@ $ 12.00 Ton	$ 1,652.10

JOSEPHINE COUNTY

BRIDGE AND CONSTRUCTION REPORT

Bridge No. 7800 - 460 = 300

Culvert ..... Over Lecher Creek (WATERWAY)

Road Holland Loop ..... Mileage ..... District No. 3

Kind of Work ..... (Cross out one) Maintenance / New Construction Temporary

Date Completed Oct 1st, 1945

Henry Hunter
Bridge Foreman

Please fill in and return at end of each repair or construction job, or at end of each month, even though job is not complete.

UNIT	MATERIAL	POSTING	Unit Price	COST
	Cubic Yards Gravel			
	Cubic Yards Sand			
	Sacks Cement			
150'	Lbs. of Spikes, size 3/8 x 8 3/8 -- 1/2 80's	20.37		20.37
	Lbs. of Spikes, size			
	Lbs. of Spikes, size			
100	Lbs. of Nails, size 16	14.36		14.36
	Lbs. of Nails, size			
	Lbs. of Nails, size			
	Gal. Creosote			
	Gal. Wood Primer			
	Gal. Linseed Oil			
12	Gal. Turpentine 12" x 5/8" bolts	3.48		3.48
	Gal. Paint			
32	Hardware, bolts, ~~washers~~, etc. 7 1/2" x 1/2" 6.52	6.52		6.52
64	washers 1/2"			
2	flat iron numbers 628 - 629			
125	Ft. of 5/8" cable to anchor bridge			
4	Ft. Piling 5/8 cable clamps			
	B. M. Lumber			
1808'	B. M. Lumber (surfaced) 6 x 8 S4S	8837	809.43	809.43
6572	Lbs. ~~Form~~ Wire 12 x 12 -- S3S			
330'	Ft. " ~~Corrugated~~ Pipe 4 x 6 R			
537'	Ft. " ~~Corrugated~~ Band 1 x 8			
8"	Ft. " ~~Drain~~ Tile guard rails 12 ft long used	96.00		96.00
	Ft. " Concrete Pipe			
16	clips 4 x 8 x 3/4 steel to hold cars together	18.00		18.00
	PAY ROLL from welding shop			
	Hours @ per hour			
	Hours @ per hour			
	Hours @ per hour			
	Hours @ per hour			
	Hours @ per hour			
	EQUIPMENT			
	Hours Rental 6 hrs. @ No. 27.00 hr.			162.00
	Hours Rental Stack Conveyor Co. No.			
	Hours Rental No.			
	Hours Rental No.			
	Hours Rental No.			

Number of Spans 1

Length of Structure 52.5'

Type of Work Done — Remarks

TOTAL COST 1130.16

JOSEPHINE COUNTY

BRIDGE AND CONSTRUCTION REPORT

Bridge No. 7800 - 460 = 300 Over Sucker Creek (WATERWAY)

Culvert ..... Road Talbert Loop Mileage ..... District No. 3

Kind of Work ..... (Cross out one) Maintenance / New Construction Temporary

Date Completed Oct 1st, 1965 Henry Hunter Bridge Foreman

Please fill in and return at end of each repair or construction job, or at end of each month, even though job is not complete.

UNIT	MATERIAL	POSTING	Unit Price	COST
	Cubic Yards Gravel			
	Cubic Yards Sand			
	Sacks Cement			
150'	Lbs. of Spikes, size 3/8 x 8 3/8 - 1/2 80's	20.37		20.37
	Lbs. of Spikes, size			
	Lbs. of Spikes, size			
100	Lbs. of Nails, size 16	14.36		14.36
	Lbs. of Nails, size			
	Lbs. of Nails, size			
	Gal. Creosote			
	Gal. Wood Primer			
	Gal. Linseed Oil			
12	Gal. Turpentine 12" x 5/8" bolts	3.48		3.48
	Gal. Paint			
32	Hardware, bolts, ~~washers~~, etc. 7 1/2" x 1/2" 6.52	6.52		6.52
64	washers 1/2"			
2	flat cars numbers 628 - 629			
125	ft of 5/8" cable to anchor bridge			
4	Ft. Piling 5/4 Cable clamps			
	B. M. Lumber			
1408'	B. M. Lumber (surfaced) 6 x 8 545	809.43		809.43
6572	Lbs. ~~Form~~ Wire 14 x 12 - 535			
330'	Ft. " ~~Corrugated~~ Pipe 4 x 6 R			
537'	Ft. " ~~Corrugated~~ Band 1 x 8			
8'	Ft. " ~~Drain~~ Tile guard rails 12 ft long used	96.00		96.00
	Ft. " Concrete Pipe			
16	clips 4 x 8 x 3/4 steel to hold cars together	18.00		18.00
	PAY ROLL from welding shop			
	Hours @ per hour			
	Hours @ per hour			
	Hours @ per hour			
	Hours @ per hour			
	Hours @ per hour			
	EQUIPMENT			
	Hours Rental 6 hrs. @ No. 27.00 hr.			162.00
	Hours Rental Stock Corp Co. No.			
	Hours Rental No.			
	Hours Rental No.			
	Hours Rental No.			

Number of Spans 1

Length of Structure 52 1/2'

Height of Structure 4'

Type of Work Done — Remarks

TOTAL COST 1130.16

JOSEPHINE COUNTY ROAD

STOCK MATERIALS USED

DATE 10/1/65

CHARGED OUT FROM DISTRICT NO. 2

BY [signature]

MATERIAL USED	WHERE USED		
	DIST. NO.	ROAD NO.	BUDGET ACCT. NO
150 # of 10 Nails @ 13.58 per C =	2037	7800-1-60	562 300
1428' of 6"x8" Lumber @ 91596 =		"	" 522
6572' of 4"x12" Lumber per M bd ft =	809.43	"	" 522
537' of 1"x8" "		"	" "
320' of 8"x20" "		"	" "
100 # of 16 @ 14.36 C	14.36	"	" 562

8837

2M 1-15-63 PROCTOR, PROMPT PRINTER

SIGNATURE OF RECEIVING AGENT [signature]

844.16

ROAD FUND
Josephine County, Oregon

Before the Board of County Commissioners

CLAIM No. 10172

Grants Pass, Oregon, October 7, 1965

To

STACH CONSTRUCTION CO., INC.

DR.

Invoice No.		
	7800-160 - $162.00 - 2 - 911	162.00

FOR Equipment Rental

TOTAL $ 162.00

The items listed have been checked and found correct.

County Engineer

Filed OCT 11 1965

A. DONLEY BARNES
Josephine County Clerk

Audited and Allowed OCT 11 1965

In the sum of $162.00

County Commissioner

County Commissioner

County Commissioner

5M 5-7-64 PROCTOR, PROMPT PRINTER

DATE	CHARGES AND CREDITS	BALANCE
	6 hours crane ren. @ 27.00/hr. 3 hours move in, move out, breakdown etc. for temporary Bridges at Sucker Creek	162.00

7300—162 00 2—711

RECEIVED

DATE 10 : 5 : 65 INIT.

APPROVED FOR PAYMENT

R O Simon SIG.

NATIONAL SNAP-A-PART 17-202

YOUR CHECK IS YOUR RECEIPT

ROAD FUND
Josephine County, Oregon

Before the Board of County Commissioners

CLAIM No. 7554

Grants Pass, Oregon, Feb. 9, 1965

To JOE M. OLLIS

DR.

Invoice No.		
	Emergency Work - Flood Relief	
	Beginning January 5th, 1965 Feb. 4th, 1965	
	3-2-3A	508.50
	3-19-3A	405.00
	3-13-3A — [illegible]	1,540.00
	3-18-6 [illegible]	620.00

FOR Road & Bridge Flood Relief Work

TOTAL $ 3,073.50

The items listed have been checked and found correct.

County Engineer

Filed FEB 10 1965

A. DONLEY BARNES,
Josephine County Clerk

Audited and Allowed FEB 10 1965

In the sum of $ 3,073.50

County Commissioner

County Commissioner

County Commissioner

5M 5-7-64 PROCTOR, PROMPT PRINTER

RENTAL INFORMATION ON EQUIPMENT

NOT OWNED BY THE JOSEPHINE COUNTY ROAD DEPARTMENT

Type of Equipment: D-6 caterpillar Size: _____

Model: 9-U Attachments:

Motor No.: Serial: 13155

Does Owner Carry Fire Insurance:

If not, Report Depreciated Value: $ _____

Rental Rate Fully Operated: Hourly: $12.50

Rental Rate Bare: Hourly: Daily: Monthly:

Date Rental Commences: 1/5/'65

Estimated Date Rental Terminates: 2/4/'65

Terms: (Covering Delivery to and from Job)
move to be paid for by County

Fully Operated means - - Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means - Machine only, in good operating condition, the County to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for rip-rap and placement at Sucker Creek

Bridge at Brineview and at Brim-View-Takilma Road W&S

County approval to rent secured from R.L. Tompkins Jr. on date Jan 3, 1965

Signed R.L. Tompkins
County Engineer, Josephine County, Oregon

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm Joe M. Ollis

By Joe M. Ollis

Purchase Order No. _____

STATEMENT

FLOOD

JOE M. OLLIS
P. O. Box 211
Cave Junction, Oregon

Josephine County Road Dept.
Court House
Grants Pass, Oregon 97526

DETACH AND MAIL WITH YOUR CHECK. YOUR CANCELLED CHECK IS YOUR RECEIPT.

D-8 on Deer Creek 3-22-3a	$ 443.50
13 hrs. @ $34.50 per hr.	
move "cat" D-8	60.00
D-7 on Dick George Rd. 3-19-3a	285.00
19 hrs. @ $15.00 per hr.	
move two "cats" 405	120.00
D-6	
21 days @ $100.00 per day	2,100.00
move D-6 from Bridgeview to Holland back to Bridgeview 3-19-3a 15 days 1540.00	40.00
Move County D-4 6 days 3-18-6 600.00	20.00
Total due	$3,073.50

RECEIVED

DATE / / INIT.

APPROVED FOR PAYMENT

SIG.

J. Ollis
P.O. Box 211
Cave Jct., Ore.

PAID BY CHECK NO.

BM 824 Rev 65-

RENTAL INFORMATION ON EQUIPMENT

NOT OWNED BY THE JOSEPHINE COUNTY ROAD DEPARTMENT

Type of Equipment: D-6 caterpillar Size:

Model: 9-U Attachments:

Motor No.: Serial: 13185

Does Owner Carry Fire Insurance:

If not, Report Depreciated Value: $ _____

Rental Rate Fully Operated: Hourly: $12.50

Rental Rate Bare: Hourly: Daily: Monthly:

Date Rental Commences: 1/5/'65

Estimated Date Rental Terminates: 2/4/'65

Terms: (Covering Delivery to and from Job)
move to be paid for by County

Fully Operated means - - Operator, Fuel, Oil, Repairs, and Replacements furnished.

Bare means - Machine only, in good operating condition, the County to furnish Operator, Fuel, Oil, Repairs and Replacements. The machine is to be returned in as good condition as received, except for normal wear and tear.

Equipment needed for rip-rap rock placement at Sucker CREEK BRIDGE AT BRIDGEVIEW and on BRIDGEVIEW-TAKILMA Road Work

County approval to rent secured from R.L. Templeton Jr. on date Jan 3, 1965

Signed R L Templeton
County Engineer, Josephine County, Oregon

I am the owner and agree to rent this equipment on the above terms, and will assume responsibility for covering the equipment with fire insurance during the life of this agreement.

Firm Joe M. Ollis

By Irene Ollis

Purchase Order No. _____

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON

Jan. 4, 1965

J & T Construction, Inc.
P. O. Box 502
Springfield, Oregon

Gentlemen:

This letter will confirm our acceptance of your proposal to furnish pit run rip-rap rock loaded on Josephine County dump trucks, or their agents, at the quarry site located on the Happy Camp county road approximately two miles East of Takilma, Oregon, at the rate of $1.40 a cubic yard truck measure.

All material not loaded on trucks and side casts will be paid for at the rate of 85¢ per cubic yard, measurement of which shall be as follows: The volume of rock removed by truck shall be subtracted from the computed volume in place, based upon field measurements.

In the event any rip-rap rock is left at the site it shall be paid for at the rate of 75¢ per cubic yard when removed by Josephine County. If the contractor so desires an advance payment, based upon estimated quantity in place will be made, based upon said rate of 75¢ per cubic yard.

Each truck load of pit run material shall contain at least 50% of rock containing 2 cu. ft. or more in size, and that portion less than two cubic feet in size shall consist of rock fragments and be relatively free of dirt.

The county also reserves the right to refuse rocks exceeding 40 cu. ft. in size.

The County agrees to purchase a minimum volume of 20,000 yards of rip-rap rock loaded on trucks, and a minimum volume of 20,000 yards wasted and/or left in place.

Sincerely,

R. L. Templin Jr., County Engineer

RLT:ef

Agreed to:

J & T CONSTRUCTION, INC.

By Earl Jacobson

John A Tucker

A G R E E M E N T

THIS AGREEMENT, made and entered into this 2nd day of January, 1965, by and between JOSEPHINE COUNTY, OREGON, hereinafter referred to as COUNTY, acting by and through its Board of County Commissioners and KENNETH JACKSON, hereinafter referred to as CONTRACTOR,

WITNESSETH:

WHEREAS, County is desirous of repairing certain flood damaged roads and bridges in Josephine County, and

WHEREAS, the County has made arrangements to secure pit run rip-rap rock from the J. & T. Construction Company of Springfield, Oregon, at a quarry site located on the Happy Camp Road, approximately two miles East of Takilma, Oregon, and

WHEREAS, the Contractor has signified his willingness to haul said pit run rip-rap rock in dump trucks suitable for said purposes, in accordance with County's instructions and desires.

NOW, THEREFORE, it is agreed between the parties hereto, in consideration of their mutual agreements and covenants herein, as follows:

Contractor Agrees:

A. To haul approximately 15,000 cubic yards of pit run rip-rap rock from a quarry site located on the Happy Camp Road approximately two miles East of Takilma, Oregon, as above mentioned, to a point selected by the County on the Bridgeview-Takilma Road approximately 3.6 miles distant from the said quarry and to a point selected by the County, at the Sucker Creek Bridge located on the Holland Loop Road.

B. To haul as aforesaid in dump trucks suitable to County as approved by the Josephine County Engineer, R. L. Templin, Jr..

C. To provide and post a ~~$10,000.00~~ $5,000 KJ. performance bond holding County harmless from any and all liens and labor and material costs, such bond to remain in effect 190 (one hundred and ninety) days from the date of the termination of this contract.

D. To hold County harmless from any and all negligence and liability incurred by the Contractor or his sub-contractors or employees.

E. To carry insurance in a sufficient amount to cover the provisions of item "D".

F. To complete the terms and provisions of item "A" within 21 (twenty-one) days from the date of this agreement, unless otherwise mutually agreed upon between the parties.

County Agrees:

1. To notify Contractor the exact location of delivery in accord with the foregoing provisions.

2. To furnish a County employee to tally the amount of all pit run rip-rap rock delivered.

3. To pay Contractor at the rate of $1.05 per cubic yard of pit run rip-rap rock delivered at the above designated sites on a truck measure basis determined by the aforementioned county employee.

Parties Mutually Agree:

(A) That should Contractor be unable for any reason to supply a sufficient number of dump trucks to haul 800 cubic yards per/day, 8 hour working County shall be entitled to engage other additional trucks necessary.

(B) That should Contractor be unable for any reason to supply the necessary trucks as provided in (A) above, he shall only be paid for the rock delivered by trucks under his control and supervision.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals ~~the day and year first above written.~~ January 21, 1965.

Kenneth E Jackson
Contractor

JOSEPHINE COUNTY

By Louis D. Rinehart
Commissioner

By D. H. McGregor
Commissioner

By _____
Commissioner

ACKNOWLEDGMENTS

STATE OF OREGON)
) ss.
County of Josephine)

On this the 21st day of January, 1965, personally came before me a Notary Public in and for said county the within named Kenneth Jackson, personally known to me to be the identical person described in and who executed the within instrument and acknowledged to me that he executed the same freely and voluntarily for the uses and purposes therein named.

WITNESS my hand and seal the day and year herein written.

(Notarial Seal below)

Nora Sparlin
Notary Public for Oregon

My Commission Expires Oct 10-1967

STATE OF OREGON)
) ss.
County of Josephine)

On this the 21st day of January, 1965, personally came before me a Notary Public in and for said county the within named Louis D. Ringuette, Donald G. McGregor and ~~B.E. Davidson~~, County Commissioners of Josephine County, Oregon, personally known to me to be the identical persons described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily for the uses and purposes therein named and for and on behalf of Josephine County.

WITNESS my hand and seal the day and year herein written.

(Notarial Seal below)

Nora Sparlin
Notary Public for Oregon.

My Commission Expires Oct 10-1967

NOTED
P. B. Arensmeier ER.

NOTED
H. S. COX

NOTED
RICHARD UNREIN

September 19, 1966

Mr. Richard Templin Jr.
County Engineer
Josephine County Courthouse
Grants Pass, Oregon

Re: ER Force Orders
ER Cost Summaries

Attention: Wallace Owen

Dear Sir:

With reference to your letter of September 14, and the telephone call by Verne Jones on September 19, I am enclosing for your convenience some summary sheets and some force orders. I am sorry but it is required that the county make the entries on these forms.

Our files indicate that there was no force order No. 2 made up, but the Bureau of Public Roads will approve a force order retroactive to February 17, 1965 when requested by the county. Force Order No. 2 should include repairs to the bridges and their approaches on Sucker Creek such as detours, approach fills, surfacing, paving, rip rap, etc.

It will be necessary that you prorate the placement of the paving by Copeland Paving Inc. as to position on each of the two FAS Routes.

In case you need the cost summary sheets, which were included in your letter of September 12, for reference I am returning a copy of them to you.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldsen
Engineering Assistant

HR:HF
Encl.

NOTED
DON HARWELL

EP

PHONE 476-6849
AREA CODE 503

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON
97526

NOTED
RICHARD UNREIN

September 14, 1966

Mr. H. S. Cox
County & City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cox:

Mr. M. E. Martin and Mr. C. T. Christianson were here today making a field inspection of completed work on F.A.S. Route 267, Holland Loop Road. Unofficially, they indicated approval of the work, however a question was raised pertaining to our method of compiling cost in one cost summary covering work authorized under two different county force order numbers.

The items enclosed in the penciled brackets of the attached cost summary report are items which Mr. Christianson will show on his "estimate" as being expenditures authorized under County Force Order Number 5. The balance of expenditures will be shown as authorized under County Force Order Number 2.

Will it be necessary for this office to redraw the reports segregating costs under separate county force order numbers? We do not have a copy of County Force Order Number 2, for our files. Will you have a copy made and sent to me.

Thank you.

Yours truly,

Wallace D. Owen

Wallace D. Owen,
Asst. County Engineer

WDO/daa
Enclosure

RECEIVED
SEP 15 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDS

NOTED
DON HAIRWELL

FD No 2

Fire approach fills, surface & Pave

Sunken
Inlet

Tack Riptap
Pave [illegible] surface to 2/17/65

D. ~~Lane~~ FD No 4 Billing
[illegible]

666-8840

66-8840

Holland Loop - (Bridge No. 7800-07.29

COST SUMMARY

F. S. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date Aug. 10, 1966

Warrant or Voucher No.	Brief Description	Costs
	PERMANENT WORK (Continued)	
Co. Form Orig. No. 5 Labor & Materials	Detour Construction	$ 19.50
	Finishing	850.84
	3/4"-0 Crushed rock	210.00
	Nails - Snap-ties, etc.	20.86
8/8/66	Copeland Paving, Inc. Asphaltic Paving (see attachment)	1,652.10
	Total - - - -	$ 2,753.30
	Page 1 - Temporary Work	30,890.48
	Page 2 - Permanent Work	2,846.58
	Total Cost ----Aug. 8. 1966----------	36,490.36

P 2 + 5 Apr Nov. 23 '66

Completion Date _____

RECEIVED
SEP 15 1966
ENGINEER
COUNTY & CITY DIVISION

Holland Loop

COST SUMMARY

F. A. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date 12/31/65

Warrant or Voucher No.	Brief Description	Costs
	PERMANENT WORK	
Time Cards	County Payrolls - From April 28 thru May 13, 1965	$ 47.50
and	County Payrolls - June 10th thru Oct. 1, 1965 Temporary Bridge built after April 28th, 1965	805.02
Payrolls on File	County Equipment Rental - June 10th, thru Oct. 1st, 1965	476.81
	Stock Materials used from County Stock Materials (see attachment)	1,130.16
	Stock Materials used from County Stock - Steel H. Beams	237.83
9145	Rough & Ready Lumber Sales, Inc. - Lumber	149.26
	Total	2,846.58
	Sub-total from temporary work	30,890.48
	Grand Total	33,737.06

Joint Force Order No. 5

RECEIVED SEP 15 1966 ENGINEER COUNTY & CITY DIVISION

Estimated date of completion June 1, 1966.

OFFICE PHONE
476-4441

CUSTOMER'S ORIGINAL INVOICE

HOME PHONE
476-3256

COPELAND PAVING, INC.

P.O. BOX 608 — 695 S.E. "J" STREET -:- GRANTS PASS, ORE.

DATE 8/8/ 19 66

SOLD TO
Josephine County Road Dept.
Grants Pass, Oregon

OUR INVOICE № 1169 B

TERMS—NET 10TH PROXIMO

Duplicate billing- 1167 B

asphaltic paving-

Holland Loop and Sucker Creek

137.675 Tons	A/C "C" Mix	@ $ 12.00 Ton	$ 1,652.10 ✓

RECEIVED
SEP 15 1966
ENGINEER
COUNTY & CITY DIVISION

COST SUMMARY

F.A. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date 12/29/65

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
Time Cards & Payrolls on File.	County Payrolls, Dec. 24, 1964 thru April 28, 1965	$ 1,383.55
	County Equipment Rental, Dec. 24, 1964 thru April 28, 1965	1,257.39
7212	Cabax Lumber Sales - Green Douglas Fir	285.49
7236	Walter Colpits - 1¼ Cat Traxcavator w/Oper. @ $10.50 hr.	294.00
7258	Mike Leonard and James Leonard - Dump Truck w/Oper. 8½ hrs. @ $12.50 per hr.	106.25
7363	Ausland Construction Co. - Shoring up bridge at Sucker Creek	141.00
7554	Joe M. Ollis - Rip-rap rock placement at Sucker Creek and move D-6 (see attachment)	1,540.00
7576	Williams Plumbing Backhoe Work 5½ hrs. at $10.00 per hr.	55.00
7900	Paulson Truck Lines, Inc. Move D-7 "Cat" from Galice to Bridgeview to clear debris from Sucker Creek	105.60
7590 & 7360	Kenneth E. Jackson - Truck haul of rip-rap rock (see attachment)	10,848.60
7845 & 7491	J. & T. Construction Co. Furnish rip-rap rock and load on county trucks or its agents Jan. 1st to Feb. 5th (see attachment)	14,873.60
	Sub-Total Temporary Work	$30,890.48

RECEIVED
SEP 15 1966
ENGINEER
COUNTY & CITY DIVISION

PHONE 476-6349
AREA CODE 503

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON
97526

RECEIVED
AUG 11 1966
ENGINEER
COUNTY & CITY DIVISION

August 10, 1966

Mr. H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

RE: Cost Report
Emergency Relief Projects
County FAS System
(1964 Flood Damage)

Enclosed find Final Cost Summaries on the following E. R. Projects

FAS Route	Project No.	Amount	Date of Completion
267	ER-109(2)	$36,490.36	Aug. 8, 1966
851	ER-109(4)	39,619.29	April 30, 1966

We have also attached typical section to each of the above cost summaries.

Yours very truly,

WDO:ef

W. D. Owen

W. D. Owen, Asst. County Engineer

Encls.

NOTED
V. R. JONES

Holland Loop - (Bridge No. 7800-07.29

COST SUMMARY

F. S. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date Aug. 10, 1966

Warrant or Voucher No.	Brief Description	Costs
	PERMANENT WORK (Continued)	
Labor	Detour Construction	$ 19.50
&	Finishing	850.84
Materials	3/4"-0 Crushed rock	210.00
	Nails - Snap-ties, etc.	20.86
8/8/66	Copeland Paving, Inc. Asphaltic Paving (see attachment)	1,652.10
	Total - - - -	$ 2,753.30
	Page 1 - Temporary Work	30,890.48
	Page 2 - Permanent Work	2,846.58
	Total Cost ----------	36,490.36

Completion Date Aug. 8, 1966

RECEIVED
AUG 11 1966
ENGINEER
COUNTY & CITY DIVISION

Holland Loop

COST SUMMARY

F. A. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date 12/31/65

Warrant or Voucher No.	Brief Description	Costs
	PERMANENT WORK	
Time Cards and Payrolls on File	County Payrolls - From April 28 thru May 13, 1965	$ 47.50
	County Payrolls - June 10th thru Oct. 1, 1965 Temporary Bridge built after April 28th, 1965	805.02
	County Equipment Rental - June 10th, thru Oct. 1st, 1965	476.81
	Stock Materials used from County Stock Materials (see attachment)	1,130.16
	Stock Materials used from County Stock - Steel H. Beams	237.83
9145	Rough & Ready Lumber Sales, Inc. - Lumber	149.26
	Total	2,846.58
	Sub-total from temporary work	30,890.48
	Grand Total	33,737.06

RECEIVED
AUG 11 1966
ENGINEER
COUNTY & CITY DIVISION

Estimated date of completion June 1, 1966.

COST SUMMARY

F.A. Project No. ER-109 (2) County JOSEPHINE

FAS Route No. 267 Date 12/29/65

Warrant or Voucher No.	Brief Description	Costs
	TEMPORARY WORK	
Time Cards & Payrolls on File.	County Payrolls, Dec. 24, 1964 thru April 28, 1965	$ 1,383.55
	County Equipment Rental, Dec. 24, 1964 thru April 28, 1965	1,257.39
7212	Cabax Lumber Sales - Green Douglas Fir	285.49
7236	Walter Colpits - 1¼ Cat Traxcavator w/Oper. @ $10.50 hr.	294.00
7258	Mike Leonard and James Leonard - Dump Truck w/Oper. 8½ hrs. @ $12.50 per hr.	106.25
7363	Ausland Construction Co. - Shoring up bridge at Sucker Creek	141.00
7554	Joe M. Ollis - Rip-rap rock placement at Sucker Creek and move D-6 (see attachment)	1,540.00
7576	Williams Plumbing Backhoe Work 5½ hrs. at $10.00 per hr.	55.00
7900	Paulson Truck Lines, Inc. Move D-7 "Cat" from Galice to Bridgeview to clear debris from Sucker Creek	105.60
7590 & 7360	Kenneth E. Jackson - Truck haul of rip-rap rock (see attachment)	10,848.60
7845 & 7491	J. & T. Construction Co. Furnish rip-rap rock and load on county trucks or its agents Jan. 1st to Feb. 5th (see attachment)	14,873.60
	Sub-Total Temporary Work	$30,890.48

RECEIVED
AUG 11 1966
ENGINEER
COUNTY & CITY DIVISION

ER

FORM PR-33 (REV. 3-68)

cc: OSHD (Klaboe)
OSHD (Edwards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	5	Josephine	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
7-28-66	C. T. Christianson, Area Engr	ER 109(2)

IN COMPANY WITH
Arvey Nelson, Br Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	N/A %	N/A %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

RECEIVED
AUG 18 1966
ENGINEER
COUNTY & CITY DIVISION

HOLLAND LOOP ROAD
Grading, Paving, and Structures
(Contract Work Only)

The purpose of this inspection was to perform a final inspection on the contract portion of this project. The contract work was completed on 6-17-66 in apparent conformance with plans and specifications, at a final contract cost of $131,450.66, reflecting no significant overruns or underruns. The contract portion of this project included the repair and reconstruction of portions of two structures. The Holland structure involved the reconstruction of two spans with minor repairs to the remaining spans. The new section of bridge was measured with the following results:

Item	Measured	Planned
Rail Height	9"	9"
Rail Height	1'7"	1'7"
Roadway Deck Width	26'	26'
Curb Height	9"	9"

(more)

7-16-66 Copies to Irving Clot Chandler Zo

Work on the Bridgeview structure included repairs to the existing bridge and does not lend itself to the recording of significant measurements.

Laboratory reports indicate that materials used in the work substantially comply with the contract specifications.

Extra Work Order No. 1 was approved providing for the hauling of piling material from the Holland structure to the Bridgeview structure at a final cost of $74.73.

Extra Work Order No. 2 provided temporary support at Bent No. 2 of the Bridgeview structure in order to keep the structure open to traffic during the repairs. Final cost of this order was $282.70.

Extra Work Order No. 3 was approved providing for repair of the Bent No. 1 columns on the Holland structure in the amount of $270.23.

Price Agreement No. 1 was approved providing for the repair of cracked beams on the Bridgeview structure by means of pressure epoxy grouting in lieu of removing and repouring damaged sections in accordance with the established specifications. This order was approved at a savings in contract cost of $360.

(more)

It is recommended that the work performed under contract on this project be accepted.

Work remaining to be performed on this project includes approach paving by County forces at the Holland structure and riprap placement at the north end of the Bridgeview structure also by County forces.

It was noted that in applying the prime coat to the approaches to the Holland structure a considerable amount of asphalt was splattered on the end of the curb and rail portions of the structure. It is assumed at the time of this inspection that the County will perform the necessary cleanup operations prior to final acceptance of the project.

It is anticipated that this project will be completed early in this construction season.

RECEIVED
AUG 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 5 - 1966
FOR FILING

FORM E-123X SOH 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER-109(2)

6728

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on June 17, 1966, on Contract No. 6728, Succor Creek (Bridgeview and Holland) Section, in Josephine County, in connection with Federal-Aid Project No. ER-109(2).

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
E.B. KNABOE

Bureau of Public Roads
Oregon Division Office Endorsement

DATE: 7-29-66

Conditions noted on above date:

This project was inspected 7-28-66 and contract portion found to be complete in apparent conformance with plans and specifications. County Force work including approach paving at Holland Bridge and riprap at Bridgeview Bridge remains to be completed prior to final acceptance.

A. W. Parsons
Division Engineer

RECEIVED
AUG 5 1966
BUREAU OF PUBLIC ROADS

CTC

Refid to Young
8-4-66

By: ME Martin
M. E. Martin
District Engineer

Form B-200-66

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon Attention of Proper Federal Officials
APR 27 1966 G-1-P
U.S. Bureau of Public Roads

W E Martin
Dist. Engineer

Project Name Sucker Creek (Bridgeview & Holland) Bridges Date April 18, 19 66

Highway Holland Loop Road (FAS 267) Contract No. 6728

County Josephine Prefix 517-1066

Contractor Stach Construction Co., Inc. F. A. Project No. ER-109(2)

Address Grants Pass, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Column Bent 1

Equipment rental rates allowable shall be as per State - AGC Agreement.

Contractor's allowance as per contract documents.

Location by station numbers:

Sta. 171+1.5

Estimate of quantities and cost:

Labor	$140.00
Material	60.00
Equipment Rental	100.00
	$300.00
Allowance 15%	45.00
	$345.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") Settlement of the structure at Bent 2 resulted in visible surface spalling of columns at Bent 1. Until spalled material was removed the extent of damage to columns could not be determined. Drawing No. 21106 calls for the contractor to remove spalled surface concrete as part of contract work, additional repair to column to be made as extra work. This order is to cover removal and replacement of "core" concrete and installation of falsework as required.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 147,431.25	
Present estimate of project cost, including $ 345.00 for work under this order	$ 142,692.00	
Expected under-run ~~OVERRUN~~ amount	$ 4,739.25	
Expected under-run ~~OVERRUN~~ per cent	3%	

Submitted by: /s/ Allan C. Harwood
Resident Engineer

Approval Recommended: /s/ Ivan D. Merchant
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer ~~State Highway Engineer~~ or Office Engineer.

State Printing

Form E-300—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement. Additional funds are [illegible]
MAR 16 1966
Date
W E Martin
Fed. Dist. Engineer
U.S. Bureau of Public Roads

Project Name Sucker Creek (Bridgeview & Holland) Brs. Date March 23, 1966

Highway Holland Loop Road (FAS 267) Contract No. 6728

County Josephine Prefix 517-1066

Contractor Stach Construction Co., Inc. F. A. Project No. ER-109(2)

Address Grants Pass, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Weld shear lugs on foundation piling and cap to provide temporary support at Bent 2 during reconstruction of the bent. Also, provide temporary cover over holes in deck and flagging so repair of the bridge can be carried out without closing to traffic as allowed by the contract.

Equipment rental rates as per State-A.G.C. Agreement

Contractor's allowance shall be in accordance with contract provisions

Location by station numbers:

Bridgeview Bridge

Estimate of quantities and cost:

Equipment	$ 100.00
Material	100.00
Labor	300.00
	$ 500.00
Contr.Allow.	75.00
	$ 575.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The Special Provisions state the structure will be closed to traffic during the repair. The county installed a structure to carry traffic but due to high water it had to be removed and cannot be replaced. The contractor has agreed to carry out repair work on the structure without closing the bridge to traffic providing he is compensated for any additional work he is directed to perform and for all of his flagging costs which result from traffic on the bridge.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 147,431.25	
Present estimate of project cost, including $ 575.00 for work under this order	$ 142,247.00	
Expected under-run amount	$ 5,184.25	
Expected under-run per cent	4%	

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP*6251-724

Allen 4-11

Form B-300—66

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are ...
Date MAR 16 1966 W E Martin
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sucker Creek (Bridgeview & Holland) Bridge Date March 21, 1966

Highway Holland Loop Contract No. 6728

County Josephine Prefix 517-1066

Contractor Stach Const. Co. Inc. F. A. Project No. ER-109(2)

Address Grants Pass Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Haul piling from Holland Bridge to Bridge View Bridge.

Equipment rental rates as per State-A.G.C. agreement

Contractor's allowance shall be in accordance with contract provisions

Location by station numbers:

Holland & Bridge View Bridge

Estimate of quantities and cost:

Equip	$ 70
Labor	50
Tot	$120
Cont. All.	18
Total	$138

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Pile order lengths specified at the Bridge View structure were insufficient to produce the bearing required. Pile cut-offs were hauled from the Holland Bridge and spliced on to give the required length.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 147,431.25	
Present estimate of project cost, including $ 138.00 for work under this order	$ 141,672.00	
Expected under-run amount	$ 5,759.25	
Expected under-run per cent	4%	

Submitted by: /s/ Allan C. Harwood, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, Asst. Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd, Asst. Division Engineer

Approved /s/ L. H. Young, Office Engineer.

State Printing

Approved U.S.B.P.R.

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON

1-5-66

Mr. H. S. Cox, Engineer
County and City Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

RE: Cost Reports
Emergency Relief Projects
County FAS System
(1964 Flood Damage)

Enclosed find Cost Summaries on the following E.R. projects:

FAS Route	Project No.	Amount	Est. date of Completion
Apr 28 — CFF #3 850	ER-109(3)	$ 865.06	Is now complete.
Apr 23 — CFO #5 267	ER-109(2)	33,737.06	June 1, 1966
Apr. 28 — CFF #4 851	ER-109(4)	37,086.56	Jan. 15, 1966

The Cost Summary on FAS Route No. 594 - Project No. ER-109(1) was forwarded to you under date of Dec. 21, 1965.

Very truly yours,

CFO #1 — Apr. 28

R. L. Templin, Jr.,
County Engineer

RLT:ef

Encls.

RECEIVED
JAN 5 1966
ENGINEER
COUNTY & CITY DIVISION

DEPARTMENT
DEC 16 1965
FOR FILES

6728

Form CD-121 (11-63) (Prss. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1965

In reply refer to: 08-35.DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-109(2)
Holland Loop Road
County Force Order No. 5

Mr. Young's letter of November 26, 1965 furnished copies of the subject County Force Order covering Josephine County FAS Route 267 on the subject ER project. This letter ratifies in writing our April 23, 1965 tentative oral advance approval of the proposed work.

We have approved the use of County force account and negotiated contract procedures in accordance with PPM 21-6.2 by use of labor, materials and equipment furnished by the county and under its direct control. It is understood that this order covers installation and removal only of the temporary structures as well as construction of detour roadways including bridge approaches for temporary emergency use. Our approval is based on the reasons outlined in Mr. Young's letter, and in the estimated amount of $2,632.00 with Federal participation of $1,579.20.

County equipment rental rates will be according to a schedule that has not been previously approved by this office for use on force account work and must be supported by accounting records. Federal participation in costs will be determined on an actual cost basis. A signed copy of the approved order is returned herewith.

Attachment

REFERRED TO
Young w/encls.
BY ASST. STATE HWY. ENGR.
12-15-65

RECEIVED
DEC 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

ORDER FOR FORCE WORK

PERFORMED BY COUNTY FORCES

Order No. 5

F. A. Project No. ER 109 (2) Date November 10, 1965

Highway FAS 267 - Holland Loop Road

County Josephine Prefix _____ Account No. _____

Description of Work To Be Done:

Construct and remove detour bridges and approaches to detour bridges for the Bridgeview Bridge and the Holland Bridge crossing Sucker Creek and the Holland Loop Road.

Rented Equipment:
30 Ton Link Belt Crane, LS90, 1956; Ser. No. 7AH 2126

Estimate of Quantities and Costs:

Labor	$ 1,200.00
Material	638.00
County Equipment Rental	470.00
Outside Equipment Rental, 12 hrs. @ $27.00/hr.	324.00

Explanation:

**County forces available and best suited for this repair work.
County has the proper equipment for all work including materials for structures.
This work was discussed with Mr. C. T. Christianson, Assistant Area Engineer on April 23, 1965, and tentative verbal approval of this work was given at that time.
Began construction work June 10, 1965.**

Submitted by: JOSEPHINE COUNTY, OREGON

By R T Lynch
County Engineer

Approved: [signature]

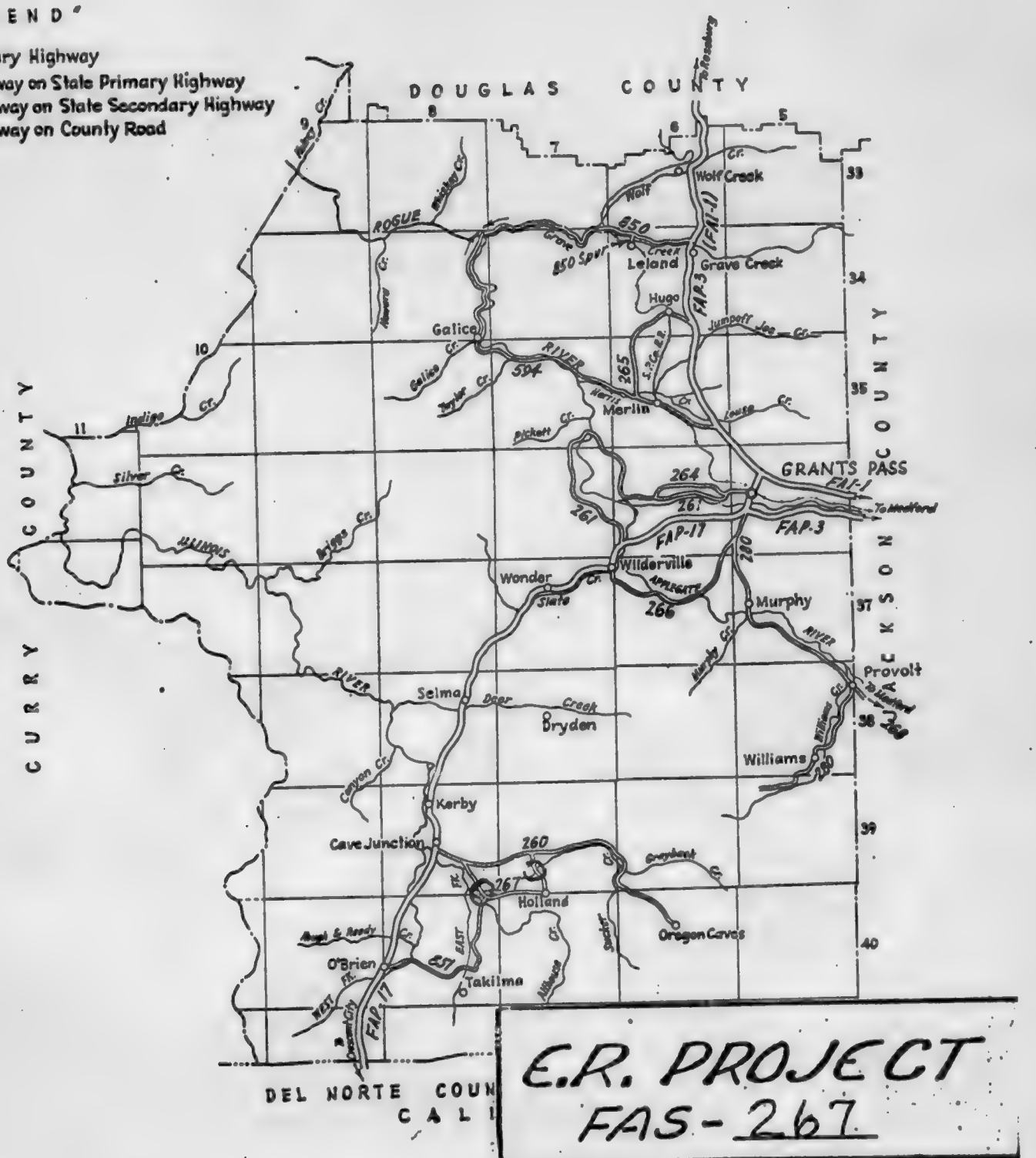
JOSEPHINE COUNTY

FAS SYSTEM

Scale 0 1 4 MI. May 1961

"LEGEND"

- F.A. Primary Highway
- F.A.S. Highway on State Primary Highway
- F.A.S. Highway on State Secondary Highway
- F.A.S. Highway on County Road



E.R. PROJECT
FAS-267

ER

November 29, 1965

Mr. R. L. Templin
Josephine County Engineer
Courthouse
Grants Pass, Oregon

ER-109(2), FAS 267
Sucker Creek Bridges Section
Josephine County

Dear Sir:

Your Force Order No. 5 covering work on the detours for the above section has been given tentative approval by the Bureau of Public Roads as of November 23, 1965. You are authorized to proceed with the work.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

CC Chandler

RECEIVED
NOV 16 1965
FOR FILING

November 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 3, 1965, on Contract No. 6728, Sucker Creek (Bridgeview and Holland) Bridges Section, in Josephine County, in connection with Federal-Aid Project No. ER-109(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

KMR:jb

RECEIVED
NOV 9 1965

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH W. SPRIGGS
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

ER-109(2)

6728

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 8, 1965

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6728, awarded October 22, 1965, for structures on the Sucker Creek (Bridgeview and Holland) Bridges of the Holland Loop Road, FAS 267, in Josephine County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 86117

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-4-65	CC 926	

CREDIT DISTRIBUTION

517-1066-297

NOTED
RICHARD UNREIN

•
• Josephine County
• Courthouse
• Grants Pass, Oregon

Att: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED
DON HARWELL

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			
Partial transfer of advance deposit for the Sucker Creek Bridges Section of FAS 267. Covered by agreement dated March 11, 1965.			9,800.00
To be retained			7,800.00
			2,000.00

Alaska Lmbr. & Sply

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

RECEIVED
NOV 5 - 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $----------

By----------

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 85658

DATE	BILLING REQ. NO.	YOUR ORDER NO.
9-11-65	CC 957	

CREDIT DISTRIBUTION

517-1066-297

NOTED
R. H. PRANGE

- Josephine County
- Courthouse
- Grants Pass, Oregon

Attn: Board of County Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

NOTED

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			19,700.00
Partial transfer of advance deposit for the East Sucker Creek and West Sucker Creek Bridges, FAS 267. Covered by agreement dated March 11, 1965.			14,700.00
To be retained			5,000.00

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

RECEIVED
SEP 15 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

ER

NOTED
RICHARD UNREIN

NOTED
H. S. COX

October 12, 1965

Josephine County Board of
Commissioners
Courthouse
Grants Pass, Oregon

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

NOTED
R. H. PRANGE

Gentlemen:

On October 12 a satisfactory bid was received from Stach Construction Company, Inc. of Grants Pass for constructing the Sucker Creek Bridges Section of FAS 267. On a previous bid opening the low bidder claimed an error in his bid on this project. At that time the County made an advance deposit of $19,700 toward this project. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$131,050.00
12½% Engineering & Contingencies	16,381.25
Estimated Total Cost	$147,431.25

County Advance Deposit:

20% of $147,431.25 = $29,486.25 or say	$29,500.00
Advance deposit received 9/10/65	19,700.00
	$ 9,800.00

Please make this advance deposit in the amount of $9,800 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

by

Richard Unrein
Field Engineer

EJJ:eb

cc: R. L. Templin, Jr.

RECEIVED
NOV 3 - 1965

Form DO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAMBOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 2, 1965

In reply refer to: 08-35.2-EC

FR-109(2)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6728

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-109(2)
Sucker Creek (Bridgeview & Holland) Bridges
Structures

As requested in Mr. Young's letter of October 28, 1965 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of October 22, 1965 in the award of contract No. 6728 to Stach Construction Co., Inc., of Grants Pass, Oregon, low bidder in the amount of $131,050.00 at the October 12, 1965 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
11-5-65

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 29 1965
FOR FILING

EA - 11.(2)

6728

October 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 22, 1965 is requested in the award of contract for the Sucker Creek (Bridgeview & Holland) Bridges, Project No. EB-109(2).

The contractor receiving the award is Stach Const. Co., Inc. of Grants Pass in the amount of $131,050.00 with the Contract No. 6728 assigned. This bid was received on October 12, 1965 and awarded October 22, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mm

RECEIVED
NOV 30 1965
FOR FILING
ER-109(2)
6728

October 22, 1965

Stash Construction Co., Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

The State Highway Commission on October 14, 1965, accepted your proposal for work on the Sucker Creek (Bridgeview and Holland) Bridges on the Holland Loop Road in Josephine County for the sum of $131,050 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6728.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

ge

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
OCT 18 1965
FOR FILING

October 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the Sucker Creek (Bridgeview and Holland) Bridges, Project No. BR-109(2) received October 12, 1965. Stach Construction Co. Inc., of Grants Pass submitted the low bid on October 12, 1965 in the amount of $131,050, which is 6.6% above our revised Engineer's Estimate of $122,840. There was one other bid in the amount of $134,570.

There are sufficient funds allocated for this project to cover the higher bid.

We advertised and received bids for these bridges on August 31, 1965 with an Engineer's Estimate of $105,155. We received the following total cost bids of $87,489, $128,720, $147,070 and $164,636. We attempted to award the contract to the low bidder but he declined and requested to be relieved of the contract because of an error in his bid. (See letter from Mr. Young to Mr. Parsons dated September 21, 1965). The second low bid was 22.4% over our estimate and we thought we could get a lower bid. After due investigation and consideration, it was decided to readvertise the project for new bids.

With the contract now running through the winter and the possibility of the present detour being washed out by high water, we anticipated higher construction costs; therefore, we increased the Engineer's Estimate to $122,840.

The second low bidder on the August 31, 1965 bid opening was Ausland Construction Company and Stach Construction Company, a joint venture. The low bidder at the October 12, 1965 bid opening was the last-mentioned name of the joint venture, Stach Construction Company, and he also anticipated higher construction cost and bid $2,330 higher than their previous bid. This is one of the times it didn't pay to readvertise.

In view of the above information, we feel it is in the public interest to award the contract to the low bidder.

We wish to receive your favorable reply as we are anxious to start work on this emergency repair project. Any further information needed will be forwarded at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. M. Young
Office Engineer

DA:mb
cc: R. L. Porter
F. B. Kiabee
I. D. Merchant
H. H. Chase

FORM PR-33A (REV. 3-63) cc:State (Klaboe wards)
Region
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

rc

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	2	Josphine	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
10-13-65	C. T. Christianson, Asst Area Engr		ER 109(2)

IN COMPANY WITH
R. L. Templin, County Engineer, Josephine County

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	N/A %	10 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

HOLLAND LOOP ROAD
Grading, Paving, and Structures

(1) All work has been completed by county forces with the exception of the Sucker Creek Bridges and approaches.

Contract has not been awarded on the structures to date.

(2) No work in progress.

(3) The work performed to date by county forces has been completed in accordance with good engineering and construction practice, and the facility has been restored to a condition equal to that of the original highway in the damaged areas.

The County has installed temporary structures consisting of salvaged railroad flatcars pinned together and covered with plank decking and timber guardrails. These detours provide for traffic around the damaged structures. This work was tentatively discussed on April 23, 1965 during which time tentative approval of that type work was indicated. In reviewing the existing County Force Order, it may be necessary to cover this work with additional County Force Order, and approval of such an order is recommended, effective April 23, 1965.

The work performed to date by county forces does not lend itself to record measurement checks.

Materials incorporated into the work performed to date have been obtained from county stock or are locally available materials and are considered satisfactory for incorporation into this work.

11-16-65
Copies to
Jurney
Cox
Hamilton
Chandler
ZP

RECEIVED
NOV 16 1965
ENGINEER
COUNTY & CITY DIVISION

EDITION OF 5-60 MAY BE USED

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

J.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 23, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

RECEIVED
SEP 29 1965
ENGINEER
COUNTY & CITY DIVISION

SUBJECT: Oregon Project ER-109(2)
Sucker Creek (Bridgeview and Holland) Bridges
Structures

As requested in Mr. Young's September 21 letter, we concur in the rejection of all bids for the subject project received at the August 31 bid opening. Our concurrence is based on the evidence provided in Mr. Young's letter that the low bidder claimed error on his bid that is substantiated by the comparison of bids received.

Our September 15 concurrence in award is hereby rescinded.

The revised PS & E documents for this portion of the project are hereby approved. You are authorized to readvertise this project for bids for a two week period. Our August 9 authorization memorandum will pertain to this readvertisement in its entirety. A signed copy of the revised title sheet is returned herewith.

Coy
Morgan
Mahrin
Chad

REFERRED TO
Young Wlenck.
By Asst. State Hwy. Engr.
9-28-65

RECEIVED
SEP 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

E.R. KLABOE
NOTED

RECEIVED
SEP 28 1965
OFFICE ENGINEERING
DIVISION

Chron w/att.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 2-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

NOTED
DON HARWELL

September 21, 1965

NOTED
H. S. COX

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

RECEIVED
SEP 22 1965
ENGINEER
COUNTY & CITY DIVISION

Bucker Cr. (Bridgeview and Holland) Bridge
Project No. ER-109(2)

Dear Sir:

The award of contract for the above-mentioned project was forwarded to M. R. Holst and John Gilliland for their acceptance of the contract. In return they called our Commission Secretary advising him that their intention was not to accept, and to return the contract unsigned for reasons stated in previous correspondence.

Under date of September 9, 1965, the contractors, through their attorney, filed an affidavit with the Highway Commission claiming an error in bid Item 12 (Shoring and Cribbing on Holland Bridge) of $18,000 and are asking permission to withdraw their bid.

The bidder claimed error in copying his bid on Item 12, Shoring and Cribbing, on the bid form. He entered the figure $2,000 on the bid form, whereas the affidavit shows the figure $20,000 on his work sheet.

The following is a tabulation of the State's estimate and the other three bidders' figures on the same item:

State's Estimate	$ 5,000
Ausland Construction Co. and Stach Construction Co., Inc. (2nd low)	20,000
Tom Lillebo Construction Co. (3rd low)	17,500
Willamette Tug & Barge Co. (4th low)	25,456

NOTED
V. R. JONES

Further analysis of the bids on this project reveals that the low bidder did bid extremely low on four items. There were two bridges involved, each requiring "cutting and repositioning" of the existing bridge and "shoring and cribbing" preparatory to reconstruction. These were items 1, 2, 11 and 12 of the bid proposal. Tabulation of the other bids received, and the State's estimate is as follows:

	State's Estimate	M.R. Holst & John Gilliland low bid	Ausland Constr.Co. & Stach Constr.Co. 2nd low bid	Tom Lilleto Constr. Co. 3rd low bid	Willamette Tug & Barge Co. 4th low bid
Item 1	$15,000	$ 4,100	$12,000	$25,000	$12,000
Item 2	5,000	4,400	12,000	12,500	5,000
Item 11	8,000	2,150	12,000	25,000	30,000
Item 12	5,000	2,000	20,000	17,500	25,256
Total	$33,000	$12,650	$56,000	$80,000	$72,456

The total of the State's estimate and of the other bidders' on the four items above indicate a cost well above the low bidder's figures. The State's estimates are the lowest.

In view of the above information, it is our intention not to award the contract to the low bidder and readvertise with a bid opening date of October 12, 1965. We do not intend to try to collect the bid bond as we feel there was an honest error made in the bid calculations.

We hereby request your approval of a minimum advertising period of two weeks for this emergency relief project.

As for the concurrence in award letter dated the 13th, it was written late on Friday with a Monday date. In all reality the letter should not have been sent.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. F. B. Klatoe
Mr. T. E. Edwards
Mr. F. D. Morgan
Mr. H. S. Cox
Josephine County ~~Court~~ Bd. of Comm. — copy sent 9-23-65

ER

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON

NOTED
H.S. COX

Sept. 7, 1965

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. V. R. Jones, Planning Engineer

Dear Sir:

Please find enclosed County Warrant in the amount of $19,700.00, advance deposit for the construction of the Sucker Creek Bridges Section of FAS 267, as per your letter of September 1, 1965.

Sincerely,

R. L. Templin Jr., County Engineer

RLT:ef

Encls (2)

RECEIVED
SEP 10 1965
ENGINEER
COUNTY & CITY DIVISION

TO Here
9-10-65 r.j

NOTED
V. R. JONES

NOTED
H. S. COX

September 1, 1965

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

NOTED
R. H. PRANGE

Contra this withdrawn,
NOTED
P. B. Arensmeier
See 10/12/65 letter
for add'l Final deposit

Gentlemen:

On August 31, a satisfactory bid was received from M. R. Holst and John Gilliland of Oakridge for constructing the Sucker Creek Bridges Section of FAS 267. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$ 87,489.00
12-1/2% Engineering & Contingencies	10,936.13
Estimated Total Cost.....	$ 98,425.13

County Advance Deposit:

20% of $98,425.13 = $19,685.03 or say $ 19,700.00

Please make this advance deposit in the amount of $19,700 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

V. R. Jones
Planning Engineer

VRJ:mm

cc: Mr. R. L. Templin, Jr.

Check received ($19,700)
Sept 10.

NOTED
V R [illegible]

ER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 9, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-109(2)
Sucker Cr. (Bridgeview & Holland) Bridges
Structures

Revised P. S. & E. documents for a portion of the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's July 28 and August 5, 1965 reports.

Mr. Young's August 6, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

RECEIVED
AUG 13 1965
ENGINEER
COUNTY & CITY DIVISION

Hunter
Cf
Morgan
Meyer
Ebert

RECEIVED
AUG 12 1965
OFFICE ENGINEERING
DIVISION

REFERRED TO
Young w/ enc.
By Asst. State Hwy. Engr.
8-12-65
copies to Oakes
Litchfield

RECEIVED
AUG 1 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Chron ck ends

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM H-123X 50M 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

ER
Josephine Co
F-13267

NOTED
P. B. Arensmeier

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence in rejecting the bids received July 20, 1965, is requested for the Sucker Creek Bridges, Project No. BR-109(2).

The estimate for this project was $134,310.00 and the lowest of three bidders, Tom Lillebo Construction Company's bid, was $189,126.25 or 40.8% over our estimate.

It is possible that our estimate was too low due to lack of clearance, or head room under the bridge for economical methods of construction; but the difference between the estimate and the low bid is too great for the Highway Commission to accept.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: F. B. Klaboe
I. D. Merchant
H. S. Cox

RECEIVED
JUL 23 1965
ENGINEER
COUNTY & CITY DIVISION

NOTED
RICHARD UNREIN

NOTED

ER
FAS 267

Form GD-121 (11-63) (Prel. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 2, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
District Engineer

NOTED
DON HARWELL

SUBJECT: Oregon Project ER-109(2)
Sucker Cr. (Bridgeview & Holland Bridges)
Bridge Construction

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

P. S. & E. documents for a portion of the subject project have been reviewed and are hereby conditionally approved, with the understanding that you will make any corrections found necessary following completion of our review. You are authorized to advertise the project for bids for a period of two weeks. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right-of-way is available for the project as indicated in Mr. Oakes' June 17, 1965 report.

Mr. Litchfield's June 30, 1965 Status Utility Report states that Pacific Power & Light Co. owns a power line on public road, but no adjustment will be necessary.

Mr. Young's July 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

Cal
Marchant
Mann
~~Orf~~
Morgan

RECEIVED
JUL-12 1965
OFFICE ENGINEERING
DIVISION

Dig To REFERRED TO w/enc.
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copies to Oakes
Litchfield
7-12-65

NOTED
F. B. KLABOE

NOTED
E. JONES

Chron w/ltr

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Item 13, 7/20/65 Letting (as of 6/11

June 15, 1965
(date)

NOTED
R. H. PRANGE

Josephine County Board of Commissioners
Courthouse
Grants Pass, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED

Highway FAS 267

Section E. Sucker Creek & W. Sucker Creek Bridges (2), ER Project

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
JUN 17 1965
ENGINEER
COUNTY & CITY DIVISION

June 16- 1965
(date)

By Sam D Pangrelle

By E. C Davidson
Commissioner

By D. V. McGregor
Commissioner

cc: Young

Wash. Off.
No. Trans. No. NP-4-2-08
EN-109(2)

Mr. Torrest Cooper
State Highway Engineer
Salem, Oregon

April 14, 1965

Original signed by
T. Doc
Eng. Coordinator

03-35.3-EC

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Doc, Engineering Coordinator

Oregon Emergency Program - Flood of December 1964 & January 1965

Our Washington office has reviewed and approved the below listed projects on the subject program, effective as shown below:

Item	Project	Location	Approval Date
67	ER-137(1)	FAS Routes, Crook County	April 6, 1965
68	ER-138(1)	Wasco to Heppner	" "
69	ER-139(1)	Serv.Cr.-John Day River Sec.	" "
70	ER-140(1)	Mosier-Jct The Dalles-Calif. Hwy.	(deferred)
71	ER-140(2)	Shaniko to Wheeler Co. Line	(not approved)
72	ER-141(1)	FAS Routes, Sherman County	April 6, 1965
73	ER-103(4)	Butte Falls-Prospect	" "
74	ER-103(5)	Jackson Creed Sec.	" "
75	ER-103(6)	Table Rock Rd.-Bybee Bridge	" "
76	ER-142(1)	FAS Routes, Linn County	" "
77	ER-143(1)	FAS Routes, Polk County	" "
78	ER-144(1)	The Dalles-Deschutes Co. Line	" "
79	ER-145(1)	Tygh Valley-Grass Valley	" "
80	ER-146(1)	Tucker Bridge-Trout Creek Sec.	(deferred)
81	ER-96(3)	Viento to Deschutes River	April 6, 1965
82	ER-96(4)	Sandy River Bridge Sec.	" "
83	ER-147(1)	FAS Routes, Columbia County	(not approved)
84	ER-148(1)	Albany-Lyons	April 6, 1965
85	ER-149(1)	Elkhead Rd.-Weaver Sec.	" "
86	ER-150(1)	Harper-Westfall Co. Rd.	" "
87	ER-151(1)	Grand Island Co. Rd.	" "
88	BRFO-148(2)	Sweet Home-McKenzie Hwy.	" "
89	BRFO-130(2)	Tiller-Drew Section	" "
90	ER-103(7)	Shady Cove Bridge Sec.	" "
91	ER-109(2)	Sucker Creek Briages	" "
92	ER-109(3)	Reuben Creek Section	" "
93	ER-109(4)	Bridgeview-Takilma Rd.	" "

These projects shall be governed by PPM 23-1.

Item 71, ER-140(2) Shaniko to Wheeler County Line and Item 83, ER-147(1) FAS Routes, Columbia County were disapproved because the work appears

orig to young 4-16-65

as heavy maintenance as defined under paragraph 5(b) PPM 23-1, rather than eligible emergency funds repairs.

Item 70, ER-140(1) Nesler-Jct. The Dalles-California Hwy. and Item 80, ER-144(1) Tucker Bridge-Trout Creek Section have been deferred, pending modification of the PR-1 forms. Our field review on Item 70 indicated the westerly 7 miles appears as heavy maintenance and hence not eligible. It is suggested you resubmit the PR-1 form showing a reduction in the project length of 7 miles and the corresponding changes in project termini and possibly a reduction in the total estimated cost. On Item 80 the work in the vicinity of M.P. 13 was considered heavy maintenance and should be deleted in the same manner as for Item 70. We will resubmit these PR-1's to Washington upon receipt from you.

This approval is given with token financing in the amount of 5% of emergency funds with the understanding that the Federal share may be subject to increase to the regular prorata if and when additional emergency funds become available. However, this approval cannot serve as a commitment or obligation on the part of the United States to provide such additional funds.

Preliminary Engineering is hereby authorized for Items 68, 73, 75, 78, 91 and 93.

Our field review of these projects is not complete and the additional determinations of eligibility of the remaining work will be made prior to our P.S. & E. authorization in accordance with paragraph 10(c) of PPM 20-1.

Federal Emergency Funds approved to date are summarized as follows:

	6⅔% funds	6⅔% token funds	100% funds	100% token funds
Previous	$717,500	$305,515	$3,099,660	$239,990
This action	0	84,515	0	13,150
New balance	$717,500	$390,030	$3,099,660 *	$252,400
Totals:	$1,107,530		$3,352,140	

* Includes $1,633,080 under agreement by Public Roads and $169,580 for Indian Reservation Roads.

The total estimated cost for these projects is $1,953,300.

E.R.

BRIDGE PROJECT REQUESTED BY JOSEPHINE COUNTY Date March 31, 1965

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name HOLLAND LOOP ROAD

   FAS Number 267

2. Name of river or stream Sucker Creek

3. Name of bridge East Sucker Creek Bridge near Holland, Oregon

4. Location (Please attach map with location marked):

   Section 28 Township 39 South Range 7 West W.M.

5. Desired width of bridge 26 feet

6. Are sidewalks desired? X Yes ___No

7. Width of sidewalks Match existing structure

8. Is sidewalk desired on upstream side of bridge? X Yes ___No

9. Is sidewalk desired on downstream side of bridge? X Yes ___No

10. Does County wish a particular type of bridge design? X Yes ___No

    If "Yes," explain type desired: See attached letter of March 30, 1965.

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: ___

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? X Yes ___No

14. Will County furnish foundation data? X Yes ___No

RECEIVED
APR - 1 1965
ENGINEER
COUNTY & CITY DIVISION

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes X No

16. Can road be closed during construction? X Yes ___No

17. Will detour be required? ___Yes X No

18. Will detour be constructed and maintained by County? ___Yes X No

19. Will detour be constructed and maintained by contractor? ___Yes X No

20. Will County construct approaches or connections? X Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes X No

22. State width of traveled roadway: 22' Width of shoulders: 2'

23. Will additional right-of-way be required? ___Yes X No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes X No

26. Will old bridge remain in place? X Yes ___No

27. Will old bridge be removed by contractor? ___Yes X No

28. Will old bridge be removed by County? ___Yes X No

29. Does County wish old bridge salvaged for future use? X Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

X Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

X Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes X No

33. Does County wish complete job of illumination in project? ___Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __x__No Size_____

(b) Sanitary sewer mains: ___Yes __x__No Size_____

(c) Storm sewer: ___Yes __x__No Size_____

(d) Gas mains: ___Yes __x__No Size_____

(e) Power lines: ___Yes __x__No

(f) Telephone lines: ___Yes __x__No

(g) Other utilities? _____

35. What is desired date for letting? June or July, 1965.

Remarks_____

_____

_____

_____

JOSEPHINE COUNTY, OREGON

By _____
R. L. Templin Jr., County Engineer

By _____

FAO 267

PHONE GR 6-2361

RICHARD L. TEMPLIN, JR.
COUNTY ENGINEER
COUNTY SURVEYOR

DEPARTMENT OF ROADS
JOSEPHINE COUNTY
ROOM 120, COURTHOUSE
GRANTS PASS, OREGON

March 30, 1965

RECEIVED
APR - 1 1965
ENGINEER
COUNTY & CITY DIVISION

Mr. H. S. Cox
City-County Relations Department
Oregon State Highway Department
Salem, Oregon

Dear Sir:

We would appreciate the Oregon State Highway Department preparing the necessary plans and specifications for the repair of the FAS Bridge across Sucker Creek on the Holland Loop Road.

The following requests are made in regard to the repair and lengthening of this structure:

1. That a precast prestressed ninety foot box concrete section be installed on the south end of the existing bridge.

2. That eight inch or ten inch steel H piling be driven adjacent or under existing piers and abutments, so connected with reinforced concrete needle beams or girders as to form a composite connection. These piling should be driven to the point of refusal and Josephine County will drive two test piling to ascertain penetration depth upon your instructions as to location.

3. Hand rails should match existing bridge deck.

4. Existing column supports should be redesigned so as to form a solid concrete wall pier to prevent entrapment of debris and undermining of footing.

We would like the State Highway Department to advertise and contract this job, including the inspection of same some time in June.

Very truly yours,

R. L. Templin Jr.
County Engineer

RLT:hf

E.R. PROJECT
FAS-267

E.R. PROJECT
FAS-851

JOSEPHINE COUNTY

NATIONAL FOREST

CAVE JUNCTION

ILLINOIS VALLEY

Holland

Ridgeview

Takilma

O'BRIEN

Elk Creek

DEL NORTE

SISKIYOU

COUNTY

CALIFORNIA

OREGON

KLAMATH

RIVERS

R8W

R7W

R6E

R5E

R4E

ARRANGEMENT OF SHEETS FOR JOSEPHINE COUNTY

SHEET 2 OF 2 MAP SHEETS AND 3 SUPPLEMENTAL SHEETS
SEE SUPPLEMENTAL SHEET 2A FOR ENLARGED AREAS

5 SELMA
6 KERBY
7 CAVE JUNCTION
8 ILLINOIS VALLEY
9 O'BRIEN
10 MURPHY
11 WILLIAMS

Polyconic Projection
Plane Coordinates on Lambert Projection
Oregon South Zone & Calif. Zone 1 in Thousands of Feet

ROADSIDE CULTURE AS OF 1953

1500 Calif Zone 1

123 45

123 40

E.R

BRIDGE PROJECT REQUESTED BY JOSEPHINE COUNTY Date March 31, 1965

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name HOLLAND LOOP ROAD

   FAS Number 267

2. Name of river or stream Sucker Creek

3. Name of bridge West Sucker Creek Bridge near Bridgeview, Oregon

4. Location (Please attach map with location marked):

   Section 35 Township 39 South Range 8 West W.M.

5. Desired width of bridge 26' 0" Roadway

6. Are sidewalks desired? X Yes ___No

7. Width of sidewalks Match existing structure

8. Is sidewalk desired on upstream side of bridge? X Yes ___No

9. Is sidewalk desired on downstream side of bridge? X Yes ___No

10. Does County wish a particular type of bridge design? X Yes ___No

    If "Yes," explain type desired: Repair existing structure as per letter of March 31, 1965.

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? X Yes ___No

14. Will County furnish foundation data? X Yes ___No

RECEIVED
APR - 1 1965
ENGINEER
COUNTY & CITY DIVISION

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes _x_No

16. Can road be closed during construction? ___Yes _x_No

17. Will detour be required? ___Yes _x_No Use existing structure

18. Will detour be constructed and maintained by County? ___Yes _x_No

19. Will detour be constructed and maintained by contractor? ___Yes _x_No

20. Will County construct approaches or connections? ___Yes _x_No

21. Will contractor construct approaches or connections under contract? _x_Yes ___No

22. State width of traveled roadway: 22 ft. Width of shoulders: 2 feet

23. Will additional right-of-way be required? ___Yes _x_No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes _x_No

26. Will old bridge remain in place? _x_Yes ___No

27. Will old bridge be removed by contractor? ___Yes _x_No

28. Will old bridge be removed by County? ___Yes _x_No

29. Does County wish old bridge salvaged for future use? _x_Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense?

_x_Yes ___No

31. Does County wish State Highway Department to advertise and accept bids?

_x_Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes _x_No

33. Does County wish complete job of illumination in project? ___Yes _x_No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes __x__No Size_____

(b) Sanitary sewer mains: ___Yes __x__No Size_____

(c) Storm sewer: ___Yes __x__No Size_____

(d) Gas mains: ___Yes __x__No Size_____

(e) Power lines: ___Yes __x__No

(f) Telephone lines: ___Yes __x__No

(g) Other utilities? _____

35. What is desired date for letting? June or July, 1965.

Remarks_____

_____

_____

_____

JOSEPHINE COUNTY, OREGON

By R L Templin

R. L. Templin, Jr., County Engineer

By_____

JOSEPHINE COUNTY
PROPOSED 1964 FLOOD DAMAGE PROJECTS, ER FUNDS

2-10-65

FAS 267, Holland Loop: Sucker Creek, West Bridge, $18,000.

Floodwaters of Sucker Creek caused scouring of foundation causing a pier to settle which severely damaged structure. Repairs will be made under a contract supervised by the State Highway Department.

FAS 267, West Bridge Section, M.P. 1.6-1.8, riprap, $28,500.

County placed riprap under a negotiated contract to protect remaining footings and to prevent Sucker Creek from cutting a new channel.

FAS 267, East Bridge, Sucker Creek, repair and lengthen bridge, $39,600.

Two piers were sheared by logs in the flooded creek. Repairs will be made under a contract supervised by the State Highway Department. The bridge had an inadequate flow area and requires lengthening.

FAS 267, East Bridge Section, M.P. 7.4 to 7.5, $3,500.

A 500' section of the embankment adjacent to the bridge was washed out. The county will replace the embankment and repair the surfacing and paving with their own forces.

FAS 594, Galice Road: Ennis Riffle Section, grading, 1.38 miles, $80,000.

Rogue River floodwater severely damaged 0.4 mile of roadway and a long section of shoulder area. Some realignment of this section will be required and installation of 4200' of guardrail. The work will be performed under a contract to be let by Josephine County.

FAS 594, Galice Store-Galice Creek Section, grading and bank protection, 0.57 mile, $80,000.

A section of roadway 0.25 mile long was destroyed and will be replaced and a 0.34 mile section of rock slope protection will be placed. This work will be included in a contract to be let by Josephine County.

FAS 594, Galice Store-Windy Gap Section, surface and pave, 0.62 mile, $29,000.

This section will include the Ennis Riffle Section and the Galice Store-Galice Creek Section and provides for replacement of surfacing and paving. The work will be done by county forces.

FAS 594, Galice Road: Morrison Lodge Section, M.P. 7.6 to 7.7, slide removal, $1,500.

A small slide developed here due to heavily saturated soil. County forces will remove the slide material.

FAS 594, Hooks Gulch Section, slide removal, $50,000.

A large slide developed in this area due to the extreme saturation of the soil. County will remove the slide with their own forces.

CYA
0860

I-[illegible]-7(15) Oxman Fubbs Ranch Sec., 1956
320 Old Prog. Trail Inv. (Grad.,
[illegible] rev., memo.'s & corn. Folder #2

R/W 25599

** 686

6729-F

March 21, 1974

Fidelity & Casualty Company of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California

Gentlemen:

A post-final payment for $500 will be made to Rogers Construction, Inc., on Contract No. 6729 for work on the Cowan-Bubbs Ranch Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,712,376.71 including the post-final payment. Of the total, $166,345.17 is for force account.

Very truly yours,

C. W. Hand
COMMISSION SERVICES

ja
cc: Pallett, Fisher & Carle, Inc.
1010 Wilcox Building
Portland, OR 97204

Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, OR 97220

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
W. E. Schwartz

6729

OREGON STATE HIGHWAY DIVISION

March 11, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Rogers Construction Co.
P. O. Box 16537
PORTLAND, OR 97216

Gentlemen:

Final Audit has been completed on the Final Bills from the Union Pacific Railroad on five contracts involving your Company.

Final Protection costs have been determined as follows:

Contract No.	Project	Additional Costs	Amount W/Held	Amount To Be Released
6729	Oxman-Bubbs R.	———	500.00	$ 500.00
6976	Bonneville	364.73	2,000.00	1,635.27
7087	Stanfield Jc. - Pend.	362.13	———	(362.13)
7097	Pendleton	526.63	1,500.00	973.37
7274	10th St. - S. Pend.	$20,000.00	$13,206.35	$6,793.65

The amounts due are being processed on individual Post Final Payments. A billing for $362.13 is being prepared on Contract 7087.

Very truly yours,

V. E. Skoog
Fiscal Officer, OREDOT

JJ;pl

6729

STATE OF OREGO.. INTEROF.. E MEMO

TO: John A. Bond
Construction Administration Engr.

DATE: March 1, 1974

FROM: V. E. Skoog, Fiscal Officer, OREDOT

SUBJECT: Retainage from Contracts
Rogers Construction Co.

Railroad billings for the four projects referred to in your memo dated February 27, 1974, were submitted to the State of Nebraska for a cooperative audit of UPRR costs.

The completed audit report was received from Nebraska on January 22, 1974, and since that date final billings have been in the process of final analysis to adjust the UPRR billings as recommended in the audit report. The final billings are now being paid to the railroad; therefore, the release of retent with final adjustments of the amounts due and the payment voucher will be made within the next week.

VES:njc

cc: H. S. Coulter
Vince Gallagher

MAR 4 1974

Assistant State Highway Engineer

NOTED
H.S.COULTER

1-125-1367

Railroad Retainage Held on;
Rogers Construction Company

Contract 6729, Oxman - Bubbs Ranch Section
Amount Held: #500.00 Contract work Completed: June 14, 1967
Letter to U.P.R.R. dated June 21, 1967 requesting final billing on or before October 13, 1967.

Contract 6976, Bonneville - Hood River County Line Section
Amount Held: #2000.00 Contract work Completed: Nov. 26, 19
Letter to U.P.R.R. dated December 19, 1969 requesting final billing on or before March 26, 1970.

Contract 7097, Pendleton Section
Amount Held: #1500.00 Contract Work Completed: Feb. 11, 1970
Letter to U.P.R.R. dated March 4, 1970 requesting final billing on or before June 11, 1970.

Contract 7274, 10th St. - S. Pendleton Interchange Section
Amount Held: #20,000.00 Contract Work Completed: Jan. 9, 1971
Letter to U.P.R.R. dated January 21, 1971 requesting final billing on or before May 19, 1971.

Note: Letter to Railroad allows 120 days for railroad to submit full billing.

RECEIVED
MAY 19 1972
FOR FI ..-
I-8011-7(15)--2
6-7-7

May 18, 1972

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97216

Attention: E. R. Hefty
Controller

Gentlemen:

This is in response to your letter of May 10 concerning amounts retained on Contracts 7097, 7274 and 6729.

I find that on Contract 7097 that $1,500 is being retained pending receipt of the Union Pacific Railroad Company bill.

On Contract 7274 $20,000 is also being withheld pending receipt of the Union Pacific Railroad Company bill.

Retainage of $500 on Contract 6729 appears to be withheld for the same reason.

I am forwarding a copy of your letter to our Controller, Mr. V. E. Skoog, in case he has additional information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
cc V. E. Skoog

W. RAY ROGERS • DONALD ROGERS • GENERAL CONTRACTORS • Tel. 503 [illegible]-5517
President Vice President-Treasurer

5-12-72
REFERRED TO
[illegible]
BY SECRETARY
Vince, Can you get me the addresses on these?
F.Q.

ROGERS

CONSTRUCTION, INC.
11760 N. E. GLISAN STREET
POST OFFICE BOX 16537
PORTLAND, OREGON 97216

May 10, 1972

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Floyd,

In reviewing our records of completed jobs, we note that the State Highway Department is retaining the following amounts:

	Job	Final Estimate	Retainage	Reason
(30)	7097	30 - 2/11/70	1500.00 ✓	R. R. Flagging Charges
(30)	7274	22 - 1/19/71	20000.00 ✓	R. R. Protection Costs
(1)	6729	21 - 6/14/67	500.00 ✓	To Cover UPRR Billing

We would appreciate your attention in reviewing the reasons these funds have not been released to us.

Sincerely yours,

ROGERS CONSTRUCTION, INC.

E. R. Hefty
Controller

ERH:bw

3-64

RECEIVED
MAY 16 1972
PROGRAMING SECTION

TRANSMITTAL SLIP DATE 5/17

PORTER	BRIDGE	MAINTENANCE	SECRETARY
EDWARDS	CONSTRUCTION	MGMT ANALYSIS	SIGN SHOP
SHAW	COUNTY AND CITY	PROGRAM & PLANNING	TRAFFIC
KLABOE	DATA PROCESSING	PARKS	TRAVEL
JOHNSON	DESIGN	PERMITS	WEIGHMASTER
HUNTER	EQUIP. SHOPS	PERSONNEL	FILES
WOLFE	B.P.R.	PUBLIC INFORMATION	MAIL
SIPPRELL	LABORATORY	RADIO	REGION ☐
ACCOUNTING	LEGAL	RIGHT OF WAY	E. S. H. B.

ATTENTION: F. Query

FROM: Vince Gallagher

ACTION

☐ NOTE AND FILE	☐ PREPARE REPLY FOR MY SIGNATURE
☐ NOTE AND RETURN TO ME	☐ TAKE APPROPRIATE ACTION
☐ RETURN WITH MORE DETAILS	☑ PER YOUR REQUEST
☐ NOTE AND SEE ME	☐ SIGNATURE
☐ PLEASE ANSWER	☐ FOR YOUR INFORMATION
☐ FOR YOUR APPROVAL	☐ INVESTIGATE

COMMENTS Any review of present policy would come from Secty.

OSHD E 10[illegible] (REV. 9-70) SP*72673-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1969

SUBJECT: Rogers Construction Co.
Oxman - Bubbs Ranch
Contract 6729

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

$35,000 was retained from the post final estimate No. 20 to cover the contractors share of railroad protective costs.

The Union Pacific was asked not to restore signal and communication lines on this project, since the Nelson Point job would require their removal again.

It now appears that the only remaining work to be done is preparation of the final bill by the railroad, and we have no assurance of when this bill may be anticipated.

Please prepare a post final estimate to Rogers Construction Company, charging $29,666.92 to account 202, contractors protection costs, retain $500.00 for final accounting and contingencies, and release $4,833.08 to Rogers.

Note: Retain $500 as per usual Vince

C. H. Maison
Controller

By:

Jess Jones
Utility Auditor

JJ:ms

cc: Vince Gallagher

Routing

Morgan		Peets
Decker	RECEIVED	Swan
Bond	JAN 13 1969	Glenn
Walker		Litchfield
Boehme	CONSTRUCTION DIVISION	Gallagher
Johnsen		Stein

Monthly transaction number: 8-28	FP 28-24 (Rev. 10-68) U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 18	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Baker
Modification number: 2		Project number: I-80N-7(15)329

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,181,985	$ 4,243,185
Federal funds	$ 3,857,400	$ 3,894,200
Other revisions		

This modification is made for the following reasons:

To include work by Union Pacific Railroad

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of August, 19 70.

Oregon State Highway Division
(Official name of Highway Department)

By D B Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By L L Greene
(Division Engineer)

for R. E. Simpson

Oregon State Highway Division

Federal Aid
Project No. I-80N-7(15)320

OXMAN-BUBBS RANCH SECTION OF THE

OLD OREGON TRAIL HWY. IN BAKER COUNTY

Salem, Oregon, August 7, 1970

Revised Project Agreement estimate.

Type Code 6201
Grade and Pave ("EB" Sta. 989+60.56 to Sta. 1313+00) (Contract No. 6729)

Subtotal on previous estimates of October 28, 1965 and November 10, 1967		$2,607,555.31
Work by Union Pacific Railroad	All Required	56,545.00
	Subtotal	$2,664,100.31
	10% Engr. & Cont.*	265,409.69
	Total	$2,929,510.00

*Reduced in accordance with Paragraph 5 (Project Field Office) of PPM 30-6.

Type Code 0010
Partial Grading (Sta. 1313+00 to Sta. 1426+00)(Contract No. 6729)

Total same as previous estimate of November 10, 1967 $ 312,735.00

Structures

Total for structures same as estimate of October 28, 1965 $ 999,548.00

Length of Grade and Pave - - - - - - - -	5.907 miles
Length of Grading only - - - - - - - -	2.140 miles
Length of Structures (3) - - - - - - - -	0.157 miles
Total Length - - - - - - - - - - - - - - -	8.204 miles
Cost of Grade and Pave per mile - - -	$544,496.36

Type Code R/W U

Right of Way for Idaho Power Co. All Required $ 1,392.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$2,929,510.00	$2,682,520.00	$246,990.00
Grade Only	312,735.00	288,450.00	24,285.00
Structures	999,548.00	921,976.00	77,572.00
Right of Way	1,392.00	1,254.00	138.00
Total	$4,243,185.00	$3,894,200.00	$348,985.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 601-1058

WORK BY UNION PACIFIC R.R.

Railroad M.P. 366.21

Signal Work - Permanent

Labor	$150	
Payroll Additives	48	
Material (Includes Additives)	101	
Contingencies	26	
		$325

Communications Work - Permanent

Labor	$200	
Payroll Additives	63	
Material (Includes Additives)	138	
Contingencies	34	
		$435

Crossing Roadway

Labor	$250	
Payroll Additives	78	
Material (Includes Additives)	299	
Contingencies	53	
		$680

Crossbuck Signs

Labor	$ 30	
Payroll Additives	10	
Materials (Includes Additives)	75	
Contingencies	10	
		$125

Rearrange R/W Fences

Labor	$ 90	
Payroll Additives	28	
Materials (Includes Additives)	17	
Contingencies	10	
		$145

WORK BY UNION PACIFIC R.R. - contd.

R.R. Mile Posts 366.71 and 366.76

Signal Work - Temporary

Labor	$2,300	
Payroll Additives	717	
Materials (Includes Additives)	2,120	
Contingencies	433	
		$5,570

Signal Work - Permanent

Labor	$1,200	
Payroll Additives	374	
Materials (Includes Additives)	675	
Contingencies	181	
		$2,430

Communications Work - Temporary

Labor	$2,200	
Payroll Additives	686	
Materials (Includes Additives)	2,464	
Contingencies	440	
		$5,790

Communications Work - Permanent

Labor	$1,200	
Payroll Additives	374	
Materials (Includes Additives)	448	
Contingencies	163	
		$2,185

Rearrange R/W Fences

Labor	$ 400	
Payroll Additives	125	
Materials (Includes Additives)	115	
Contingencies	50	
		$ 690

Railroad M.P. 372.6 and 372.9

Signal Work - Temporary

Labor	$4,200	
Payroll Additives	1,310	
Materials (Includes Additives)	5,715	
Contingencies	930	
		$12,155

Signal Work - Permanent

Labor	$2,000	
Payroll Additives	625	
Materials (Includes Additives)	335	
Contingencies	230	
		$3,190

Communications Work - Temporary

Labor	$2,400	
Payroll Additives	753	
Materials (Includes Additives)	2,743	
Contingencies	489	
		$6,385

Communications Work - Permanent

Labor	$2,100	
Payroll Additives	659	
Materials (Includes Additives)	290	
Contingencies	236	
		$3,285

Track Protection

Labor	$ 660	
Payroll Additives	205	
Materials (Includes Additives)	395	
Contingencies	100	
		$1,360

WORK BY UNION PACIFIC R.R. - contd.

Railroad M.P. 362.2 to 372.9

Engineering and Inspection

Labor	$5,536	
Payroll Additives	1,979	
Personal Expenses and Equipment Rental	4,280	
		$11,795
		$56,545
State's Share		$56,545

I-N-1(15)320

Monthly transaction number 12-29	FORM [illegible]-2A (REV. [illegible]-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number 16	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Baker
Modification number 1	11-27-67	Project number I-80N-7(15)320

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 5, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,169,403	$ 4,181,985
Federal funds	$ 3,835,254.00	$ 3,857,400.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include approved EWO No. 13 and reduction in bid item.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 27 day of November, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-80N-7(15)320

OREGON-IDAHO BRANCH SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

Revised project agreement estimate to include approved E.W.O. No. 13 and reduction in bid item.

Salem, Oregon November 10, 1967

Type Code 6201
Grade and Pave (RR Sta. 969 60.56 to Sta. 1313 00)(Contract 6729)

Same as previous estimate dated Oct. 28, 1965			$2,668,310.00
Type Code 0010			
Partial Grading (Sta. 1313 00 to Sta. 1426 00)(Contract 6729)			
Subtotal on previous estimate dated Oct.28, 1965			$ 272,866.60
Previous estimate			
General Excavation, Location "B"	274,800 cu.yd.	$0.85	$ 233,580.00
Revised estimate			
General Excavation, Location "B"	189,390 cu.yd.	$0.85	$ 160,981.50
E.W.O. #13 Slope Sealing Nelson Point	All Required		84,036.72
			$ 245,018.22
		Net Increase	$ 11,438.22
		Subtotal	$ 284,304.82
		10% Engr. & Cont.	28,430.18
		Total	$ 312,735.00
Structures same as previous estimate of Oct. 28, 1965			$ 999,548.00

Length of Grade and Pave	5.907 miles
Length of Grading only	2.140 miles
Length of Structures (3)	0.157 mile
Total Length	8.204 miles
Cost of Roadway per mile (Graded Pave)	$405,578.12
Cost of Roadway per mile (Grade only)	$146,137.85

Type Code R/W 11

Right of way for Idaho Power Co.	All Required		$ 1,392.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$2,868,310.00	$2,645,720.00	$222,590.00
Grade only	312,735.00	288,450.00	24,285.00
Structures	999,548.00	921,976.00	77,572.00
Right of way	1,392.00	1,254.00	138.00
Subtotal	$4,181,985.00	$3,857,400.00	$324,585.00
Retained in FAUS Status			
Work by Union Pacific R.R.	40,000.00	36,800.00	3,200.00
	$4,221,985.00	$3,894,200.00	$327,785.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Law 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
NOV 29 1965

MONTHLY TRANSACTION NO. 1170

PROJECT REPORT NO. I-80N-7(15)320

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

11-5-65

STATE: Oregon

COUNTY: Baker

PROJECT NO. I-80N-7(15)320

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Oxman-Bubbe Ranch Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-2-65	8.204
*OTHER *(Specify)* Utility	4-14-65	0.000

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 4,169,403.00	$ 3,835,254.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By _____ A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 5 1965

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(15)320

OXMAN-BUBBS RANCH SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, October 28, 1965

Type Code 6201
Grade and Pave ("EB" Sta. 989+60.56 to Sta. 1313+00)(Contract No. 6729)

Clearing and Grubbing	All Required (85%)			$ 106,250.00
Ditch Excavation, Unclassified	7,614	cu.yd.	$ 2.00	15,228.00
General Excavation, Location "A"	2,422,020	cu.yd.	0.32	775,046.40
Overhaul	158,400	C-yd.sta.	0.30	47,520.00
Finishing Roadbed and Slopes	All Required			4,000.00
Rounding Cutbanks	28,300	lin.ft.	0.15	4,245.00
Trench Excavation	6,520	cu.yd.	2.00	13,040.00
Special Backfill in Drains	670	cu.yd.	8.00	5,360.00
Watering	17,850	M-gal.	2.50	44,625.00
3/4" - 0 Material in Stone Leveling Course	34,500	ton	1.40	48,300.00
3/4" - 0 Aggregate in Prime Coat	1,600	cu.yd.	4.00	6,400.00
MC-250 Asphalt in Prime Coat	250	ton	50.00	12,500.00
Plant-Mix Stone Base	392,000	ton	1.45	568,400.00
Bituminous Base Mixture	34,900	ton	3.50	122,150.00
Asphalt in Bituminous Base Mixture	1,570	ton	37.00	58,090.00
Class "B" Asphalt Concrete Mixture	50,800	ton	3.80	193,040.00
Asphalt Cement in Mixture	2,800	ton	37.00	103,600.00
Loose Riprap	3,500	cu.yd.	3.00	10,500.00
Class "A" Concrete	820	cu.yd.	75.00	61,500.00
Metal Reinforcement	139,300	lb.	0.135	18,805.50
Drainage Structure, Sta. "EB" 1272+25	All Required			12,000.00
Pressure Relief Drains	7,000	lin.ft.	3.50	24,500.00
1/2-inch Black Iron Pipe	530	lin.ft.	1.00	530.00
12-inch Culvert Pipe	46	lin.ft.	3.00	138.00
15-inch Culvert Pipe	1,864	lin.ft.	3.20	5,964.80
18-inch Culvert Pipe	3,274	lin.ft.	4.30	14,078.20
24-inch Culvert Pipe	1,790	lin.ft.	5.70	10,203.00
36-inch Culvert Pipe	3,080	lin.ft.	11.00	33,880.00
48-inch Culvert Pipe	520	lin.ft.	17.00	8,840.00
60-inch Culvert Pipe	80	lin.ft.	27.00	2,160.00
6-inch Drain Pipe	3,300	lin.ft.	1.40	4,620.00
15-inch Culvert End Sections	11	only	25.00	275.00
18-inch Culvert End Sections	28	only	30.00	840.00
24-inch Culvert End Sections	14	only	35.00	490.00
36-inch Culvert End Sections	6	only	80.00	480.00

48-inch Culvert End Sections	4	only	$ 160.00	$ 640.00
18-inch Metal Turnout Gate	1	only	150.00	150.00
Concrete Inlets, Type G-2M	38	only	125.00	4,750.00
Guide Posts, W-1	345	only	7.00	2,415.00
Guide Posts, Y-2	80	only	10.00	800.00
Guide Posts, Y-3	2	only	10.00	20.00
Guard Rail	29,010	lin.ft.	2.40	69,624.00
Rail End Pieces	59	only	5.00	295.00
Guard Rail Blocks	1,860	only	1.50	2,790.00
Extra Guard Rail Posts	100	only	8.00	800.00
Salvaging Guard Rail	620	lin.ft.	1.00	620.00
Guard Rail-Salvaged Guard Rail	620	lin.ft.	1.00	620.00
Type 2 Fence	5,190	rod	7.20	37,368.00
16' Type 2 Single Gates	9	only	100.00	900.00
Salvaging Type 2 Fence	70	rod	1.00	70.00
Type 2 Fence-Salvaged	70	rod	2.00	140.00
26' Metal Cattle Guard	4	only	2,000.00	8,000.00
Roadside Seeding	100	acre	120.00	12,000.00
Roadside Mulching	100	acre	220.00	22,000.00
Grass Seed, Crested Wheatgrass	1,000	lb.	0.70	700.00
Grass Seed, Hard Fescue	500	lb.	0.75	375.00
Grass Seed, Sherman Big Bluegrass	500	lb.	0.70	350.00
Inorganic Fertilizer, 10-16-8	400	cwt.	7.50	3,000.00
Furnishing Field Laboratory Building	All Required			1,000.00
Signing				
Sign Support Footings	All Required			2,500.00
Pipe Sign Posts	All Required			500.00
Single Sign Supports	All Required			1,800.00
Structure Mounts	All Required			300.00
Painted Wood Sign Posts	All Required			1,700.00
Type "A" & "B" Signs in Place	597	sq.ft.	7.00	4,179.00
Type "C" & "D" Signs in Place	670	sq.ft.	3.45	2,311.50
Type "E", "F" & "G" Signs in Place	142	sq.ft.	3.70	525.40
Type "P" Signs in Place	30	sq.ft.	4.70	141.00
Retaining Walls				
Trench Excavation	60	cu.yd.	6.00	360.00
Class "A" Concrete	100	cu.yd.	80.00	8,000.00
Metal Reinforcement	12,000	lb.	0.15	1,800.00
				$2,531,142.80
Flagging (57½ of Contractor's Cost)	All Required			2,000.00
Slide Removal	All Required			15,000.00
				$ 15,200.00

Utilities			
Work by Pacific N.W. Bell Co.	All Required		$ 1,300.00
Work by Idaho Power Co.	All Required		58,570.32
Work by Lookout Mtn. Tel.	All Required		1,342.19
			$ 61,212.51
	Subtotal		$2,607,555.31
	10% Engr. & Cont.		260,754.69
	Total		$2,868,310.00

Type Code 0010
Partial Grading (Sta. 1313+00 to Sta. 1426+00)(Contract No. 6729)

Clearing and Grubbing	All Required (15%)		$ 18,750.00
Ditch Excavation, Unclassified	56 cu.yd.	$ 2.00	112.00
General Excavation, Locations "A"	1,980 cu.yd.	0.32	633.60
General Excavation, Locations "B"	274,800 cu.yd.	0.85	233,580.00
Trench Excavation	680 cu.yd.	2.00	1,360.00
15-inch Culvert Pipe	116 lin.ft.	3.20	371.20
18-inch Culvert Pipe	86 lin.ft.	4.30	369.80
24-inch Culvert Pipe	240 lin.ft.	5.70	1,368.00
36-inch Culvert Pipe	570 lin.ft.	11.00	6,270.00
36-inch Culvert End Sections	1 only	80.00	80.00
Concrete Inlets, Type C-2M	4 only	125.00	500.00
Guide Posts, W-1	5 only	7.00	35.00
Guard Rail	990 lin.ft.	2.40	2,376.00
Rail End Pieces	1 only	5.00	5.00
Type 2 Fence	980 rod	7.20	7,056.00
	Subtotal		$ 272,866.60
	10% Engr. & Cont.		27,286.40
	Total		$ 300,153.00

Structures
Type Code X781
(Owsen U'xing)(#7044)(Sta. "EB" 1001+41.73)(Contract No. 6729)

Replace Handrail	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation	280 cu.yd.	$ 5.00	1,400.00
Structural Excavation Below Elevations Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (493 c.y.)	All Required		40,000.00
70' to 75' Type 4 Prestressed Beams	4 only	1,975.00	7,900.00
90' to 95' Type 4 Prestressed Beams	2 only	2,450.00	4,900.00
95' to 100' Type 4 Prestressed Beams	10 only	2,450.00	24,500.00
Metal Reinforcement (92,500 lbs.)	All Required		12,500.00

Preparation of Slopes	460 sq.yd.	$ 2.00	$ 920.00
Concrete Slab Riprap	460 sq.yd.	8.00	3,680.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	420 lin.ft.	5.00	2,100.00
6-inch Standard Steel Pipe	220 lin.ft.	12.50	2,750.00
			$ 110,950.00

Type Code X061
Hooker Ranch Road O'xings (#9475 & 9475A)("EB" Sta. 1154+02 to Sta. 1155+52)
(Contract No. 6729)

Shoring, Cribbing, etc.	All Required		$ 5,400.00
Structural Excavation	425 cu.yd.	$ 5.00	2,125.00
Structural Excavation Below Elevation Shown	40 cu.yd.	10.00	400.00
Furnish 10 BP 42 Steel Piling	800 lin.ft.	5.00	4,000.00
Drive Steel Piles	20 only	85.00	1,700.00
Splice Steel Piles	5 only	50.00	250.00
Class "A" Concrete (600 c.y.)	All Required		48,000.00
45' to 50' Type II Prestressed Beams	10 only	1,000.00	10,000.00
50' to 55' Type II Prestressed Beams	20 only	900.00	18,000.00
Metal Reinforcement (132 lbs.)	All Required		18,000.00
Preparation of Slopes	850 sq.yd.	2.00	1,700.00
Concrete Slab Riprap	850 sq.yd.	8.00	6,800.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	130 lin.ft.	5.00	650.00
6-inch Standard Steel Pipe	110 lin.ft.	12.50	1,375.00
			$ 118,400.00

Type Code X060
(Pritchard Creek (Hindman Road)) (#9485)("HR" 20+93)(Contract No. 6729)

Furnish Treated Timber Piling	600 lin.ft.	$ 2.00	$ 1,200.00
Drive Timber Piles	12 only	65.00	780.00
Class "A" Concrete (30 c.y.)	All Required		3,300.00
4' x 40' x 45' Prestressed Slabs	8 only	1,000.00	8,000.00
Metal Reinforcement (2,800 lbs.)	All Required		560.00
			$ 13,840.00

Type Code X321
(Pritchard Creek O'xing)(#7987 & 7987A)("EB" Sta. 1104+60.42 to Sta. 1109+60.42)
(Contract No. 6729)

Shoring, Cribbing, etc.	All Required		$ 15,000.00
Structural Excavation	660 cu.yd.	$ 6.00	3,960.00
Structural Excavation	70 cu.yd.	20.00	1,400.00
Furnish 10 BP 42 Steel Piling	9,890 lin.ft.	4.75	46,977.50
Drive Steel Piles	184 only	72.00	13,248.00
Splice Steel Piles	50 only	42.00	2,100.00

Class "A" Concrete (2,011 c.y.)	All Required		$ 170,000.00
Metal Reinforcement (433,400 lbs.)	All Required		58,000.00
Structural Steel (Carbon 126,800 lbs.) (Low Alloy 493,300 lbs.)	All Required		185,000.00
Metal Parapet	2,010 lin.ft.	$ 8.00	16,080.00
6-inch Metal Unperf. Drain Pipe, Type "A" Coating	140 lin.ft.	5.00	700.00
6-inch Standard Pipe	280 lin.ft.	12.50	3,500.00
			$ 515,965.50

Type Code X281
Durkee Interchange O'xings (#9044 & 9044A)("EB" Sta. 1216+68.50 to Sta. 1218+45.50)
(Contract No. 6729)

Shoring, Cribbing, etc.	All Required		$ 4,000.00
Structural Excavation	550 cu.yd.	$ 5.00	2,750.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	700 lin.ft.	4.75	3,325.00
Drive Steel Piles	20 only	70.00	1,400.00
Splice Steel Piles	5 only	40.00	200.00
Class "A" Concrete (667 c.y.)	All Required		53,000.00
55' to 60' Type 3 Prestressed Beams	15 only	1,200.00	18,000.00
60' to 65' Type 3 Prestressed Beams	15 only	1,200.00	18,000.00
Metal Reinforcement (141,400 lbs.)	All Required		19,500.00
6-inch Metal Unperf. Drain Pipe, Type "A" Coating	150 lin.ft.	5.00	$ 750.00
			$ 121,525.00
			$ 880,680.50
Railroad Protection Cost	All Required		$ 28,000.00
			$ 28,000.00
	Subtotal		$ 908,680.50
	10% Engr. and Cont.		90,867.50
	Total		$ 999,548.00

Length of Grade and Pave - - - - - - - - -	5.907 Miles
Length of Grading Only - - - - - - - - - -	2.140 Miles
Length of Structures (3) - - - - - - - - -	0.157 Miles
Total Length - - - - - - - - - - - - - - -	8.204 Miles
Cost of Roadway per Mile - - - - - - - - -	$393,744.62

Type Code R/W

Right of Way for Idaho Power Co.	All Required	$ 1,392.00

SUMMARY OF FUNDS

Description			
Grade and Pave	$2,868,310.00	$2,638,500.00	$ 229,810.00
Grade Only	300,153.00	276,000.00	24,153.00
Structures	999,548.00	919,500.00	80,048.00
Right of Way	1,392.00	1,254.00	138.00
	$4,169,403.00	$3,835,254.00	$ 334,149.00
Retained in P.S.& E. Status			
Work by Union Pacific Railroad	40,000.00	36,800.00	3,200.00
	$4,209,403.00	$3,872,054.00	$ 337,349.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

OXMAN-BUBBS RANCH SECTION

PROJECT NO. I-80N-7(15)320

Work by Union Pacific Railroad

Railroad Protective Service			
Headquarters, Portland			
Engineer Inspector		$ 730.00	Per Mo.
Payroll Additives - 30%		289.00	
		$ 1,019.00	
Expenses - $12.00/Day approx.)			
Car Rental- 9.50/Day approx.)	use	22.00	
Flagging -			
1 Section Foreman @ 2.85/Hr.,		22.80/Day	
2 Section Laborer @ 2.46/Hr.,		39.36/Day	
		$ 62.16	
Payroll Additives		18.65	
3 men @ $3.85 (Round trip exp.)		11.55	
Total Est. Cost per Shift		$ 92.36	

Pritchard Creek O'xing		
10 No., 200 Shifts, 2/3 Shift	$12,312.00	
Inspector, 10 No. @ $1,019.00	10,190.00	
Inspector Expense 10 No. @ $22.00	4,400.00	$26,902.00
Hindman Road Grade Crossing and Oxman O'xing		
1 No. Engr. Insp. only	$ 1,019.00	
Expenses 20 Days @ $22.00	440.00	$ 1,459.00
Total Railroad Protection Cost		$28,361.00
State will pay up to		$28,000.00
Use		$28,000.00

Work by Pacific N. W. Bell Telephone Co.

Sta. 1245+00		
Labor	$ 238.00	
Overhead	91.00	
Engineering	450.00	
Material	120.00	
Equipment	28.00	
Boarding and Lodging	45.00	
Total		$ 972.00
Sta. 1092+00		
Labor	$ 91.00	
Overhead Const. Cost	37.00	
Engineering	120.00	
Material and Supplies	53.00	
Equipment	10.00	
Board and Lodging	17.00	
Total		$ 328.00
Total (Lump Sum Agreement)		$ 1,300.00

Work by Idaho Power Co.

Right of Way		
V. S. Kirby	$ 325.00	
Chris Lang	120.00	
Lowel Hinkman	30.00	
Etta May Fleming	25.00	
S. A. Kieth	10.00	
Fred S. Bubb	110.00	
Ader Grogan	190.00	
Rodney McCullough	310.00	
Lowell Marsh	40.00	
		$ 1,160.00
Acquisition Expense - 20%		232.00
		$ 1,392.00
Work East of Sta. 1200+00		
Labor	$20,614.00	
Expense of Men	4,640.00	
Expense of Vehicles	6,215.60	
General Overhead	3,119.31	
Materials (Including Store's Charges)	19,318.93	
Material Credits	(12,073.87)	
		$41,833.97

Work West of Sta. 1200+00		
Labor	$ 5,816.80	
Expense of Men	1,320.00	
Expense of Vehicles	1,097.00	
General Overhead	1,791.06	
Material (Including Store's Charges)	9,676.83	
Material Credits	(2,465.34)	
		$17,236.35
		$58,570.32

Work by Lookout Mountain Telephone Co.

Labor	$ 280.00
Material	954.19
Equipment	108.00
	$ 1,342.19

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(15)320

OXMAN-BUBBS RANCH SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 13, 1965

Type Code 6201
Grade & Pave ("EB" Sta. 989/60.56 to Sta. 1313/00)

Clearing and Grubbing	All Required (85%)			$ 34,000.00
Ditch Excavation, Unclassified	7,614	cu.yd.	2.50	19,035.00
General Excavation, Location "A"	2,422,020	cu.yd.	0.40	968,808.00
Overhaul	158,400	C-yd.sta.	0.40	63,360.00
Finishing Roadbed and Slopes	All Required			10,000.00
Rounding Cutbanks	28,300	lin.ft.	0.20	5,660.00
Trench Excavation	6,520	cu.yd.	3.00	19,560.00
Special Backfill in Drains	670	cu.yd.	8.00	5,360.00
Watering	17,850	M-gal.	3.00	53,550.00
3/4" - 0 Material in Stone Leveling Course	34,500	tons	1.50	51,750.00
3/4" - 0 Aggregate in Prime Coat	1,600	cu.yd.	4.50	7,200.00
MC-250 Asphalt in Prime Coat	250	tons	60.00	15,000.00
Plant-Mix Stone Base	392,000	tons	1.55	607,600.00
Bituminous Base Mixture	34,900	tons	3.85	134,365.00
Asphalt in Bituminous Base Mixture	1,570	tons	40.00	62,800.00
Class "B" Asphalt Concrete Mixture	50,800	tons	4.00	203,200.00
Asphalt Cement in Mixture	2,800	tons	40.00	112,000.00
Loose Riprap	3,500	cu.yd.	4.00	14,000.00
Class "A" Concrete	820	cu.yd.	75.00	61,500.00
Metal Reinforcement	139,300	lbs.	0.15	20,895.00
Drainage Structure, Sta. "EB" 1272/25	All Required			15,000.00
Pressure Relief Drains	7,000	lin.ft.	3.50	24,500.00
1/2-inch Black Iron Pipe	530	lin.ft.	1.00	530.00
12-inch Culvert Pipe	46	lin.ft.	3.75	172.50
15-inch Culvert Pipe	1,864	lin.ft.	4.25	7,922.00
18-inch Culvert Pipe	3,274	lin.ft.	5.00	16,370.00
24-inch Culvert Pipe	1,790	lin.ft.	8.00	14,320.00
36-inch Culvert Pipe	3,080	lin.ft.	14.50	44,660.00
48-inch Culvert Pipe	520	lin.ft.	25.00	13,000.00
60-inch Culvert Pipe	80	lin.ft.	35.00	2,800.00
6-inch Drain Pipe	3,300	lin.ft.	2.00	6,600.00
15-inch Culvert End Section	11	only	35.00	385.00
18-inch Culvert End Section	28	only	40.00	1,120.00
24-inch Culvert End Section	14	only	55.00	770.00

36-inch Culvert End Sections	6 only	135.00	$ 810.00
48-inch Culvert End Sections	4 only	250.00	1,000.00
18-inch Metal Turnout Gate	1 only	100.00	100.00
Concrete Inlets Type C-2M	38 only	150.00	5,700.00
Guide Posts, W-1	345 only	7.50	2,587.50
Guide Posts, Y-2	80 only	8.50	680.00
Guide Posts, Y-3	2 only	9.00	18.00
Guard Rail	29,010 lin.ft.	2.50	72,525.00
Rail End Pieces	59 only	5.00	295.00
Guard Rail Blocks	1,860 only	2.00	3,720.00
Extra Guard Rail Posts	100 only	9.00	900.00
Salvaging Guard Rail	620 lin.ft.	1.00	620.00
Guard Rail-Salvaged Guard Rail	620 lin.ft.	1.00	620.00
Type 2 Fence	5,190 rods	8.00	41,520.00
16' Type 2-Single Gates	9 only	100.00	900.00
Salvaging Type 2 Fence	70 rods	3.00	210.00
Type 2 Fence-Salvaged	70 rods	3.00	210.00
26' Metal Cattle Guard	4 only	1,500.00	6,000.00
Roadside Seeding	100 acres	150.00	15,000.00
Roadside Mulching	100 acres	250.00	25,000.00
Grass Seed, Crested Wheatgrass	1,000 lbs.	0.50	500.00
Grass Seed, Hard Fescue	500 lbs.	0.45	225.00
Grass Seed, Sherman Big Bluegrass	500 lbs.	0.50	250.00
Inorganic Fertilizer 10-16-6	400 cwt.	6.00	2,400.00
Furnishing Field Laboratory Bldg.	All Required		500.00
Signing			
Sign Support Footings	All Required		550.00
Pipe Sign Posts	All Required		400.00
Single Sign Supports	All Required		2,300.00
Structure Mounts	All Required		150.00
Painted Wood Sign Posts	All Required		1,700.00
Type "A" & "B" Signs in Place	597 sq.ft.	7.35	4,387.95
Type "C" & "D" Signs in Place	670 sq.ft.	3.80	2,546.00
Type "E", "F" & "G" Signs in Place	142 sq.ft.	4.00	568.00
Type "P" Signs in Place	30 sq.ft.	5.50	165.00
Retaining Walls			
Trench Excavation	60 cu.yd.	6.00	360.00
Class "A" Concrete	100 cu.yd.	80.00	8,000.00
Metal Reinforcement	12,000 lbs.	0.25	3,000.00
			$2,824,209.95
Flagging (57½ of Contractor's Cost)	All Required		$ 2,000.00
Slide Removal	All Required		15,000.00
			$ 15,200.00
Utilities			
Work by Pacific N.W. Bell Co.	All Required		$ 1,300.00
Work by Idaho Power Co.	All Required		58,570.32
Work by Lookout Mt. Tel.	All Required		2,000.00
			$ 61,870.32

Subtotal			$2,901,280.27
10% Engr. & Cont.			290,127.73
		Total	$3,191,408.00

Type Code 0010
Partial Grading (Sta. 1313/00 to Sta. 1426/00)

Clearing and Grubbing	All Required (15%)		$ 6,000.00
Ditch Excavation, Unclassified	56 cu.yd.	2.50	140.00
General Excavation, Locations "A"	1,980 cu.yd.	0.40	792.00
General Excavation, Locations "B"	274,800 cu.yd.	1.15	316,020.00
Trench Excavation	680 cu.yd.	3.00	2,040.00
15-inch Culvert Pipe	116 lin.ft.	4.25	493.00
18-inch Culvert Pipe	86 lin.ft.	5.00	430.00
24-inch Culvert Pipe	240 lin.ft.	8.00	1,920.00
36-inch Culvert Pipe	570 lin.ft.	14.50	8,265.00
36-inch Culvert End Sections	1 only	135.00	135.00
Concrete Inlets, Type 1-3M	4 only	150.00	600.00
Guide Posts, W-1	5 only	7.50	37.50
Guard Rail	990 lin.ft.	2.50	2,475.00
Rail End Pieces	1 only	5.00	5.00
Type 2 Fence	980 rods	8.00	$ 7,840.00
	Subtotal		$ 347,192.50
	10% Engr. & Cont.		34,718.50
		Total	$ 381,911.00

Structures
Type Code X781
(Ocean U'xing)(#704A)(Sta. EB 1001/41.73)

Replace Handrail	All Required		$ 5,000.00
Shoring, Cribbing, etc.	All Required		2,000.00
Structural Excavation	280 cu.yd.	10.00	2,800.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (493 c.y. @ $85.00)	All Required		41,905.00
70' to 75' Type 4 Prestressed Beams	4 only	2,300.00	9,200.00
90' to 95' Type 4 Prestressed Beams	2 only	3,400.00	6,800.00
95' to 100' Type 4 Prestressed Beams	10 only	3,600.00	36,000.00
Metal Reinforcement (92,500 lbs. @ $0.12)	All Required		11,562.50
Preparation of Slopes	460 sq.yd.	2.00	920.00
Concrete Slab Riprap	460 sq.yd.	7.00	3,220.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	420 lin.ft.	4.00	1,680.00
6-inch Standard Steel Pipe	220 lin.ft.	14.00	$ 3,080.00
			$ 124,467.50

Type Code X081
Hooker Ranch Road O'xings (#9475 & 9475A)("EB" Sta. 1154+02 to Sta. 1155+52)

Shoring, Cribbing, etc.	All Required		$ 3,500.00
Structural Excavation	425 cu.yd.	8.00	3,400.00
Structural Excavation Below Elevation Shown	40 cu.yd.	8.00	320.00
Furnish 10 BP 42 Steel Piling	800 lin.ft.	5.50	4,400.00
Drive Steel Piles	20 only	75.00	1,500.00
Splice Steel Piles	5 only	50.00	250.00
Class "A" Concrete (600 c.y. @ $85.00)	All Required		51,000.00
45' to 50' Type II Prestressed Beams	10 only	1,000.00	10,000.00
50' to 55' Type II Prestressed Beams	20 only	1,000.00	20,000.00
Metal Reinforcement (132 lbs. @ $0.125)	All Required		16,500.00
Preparation of Slopes	850 sq.yd.	2.00	1,700.00
Concrete Slab Riprap	850 sq.yd.	7.50	6,375.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	130 lin.ft.	4.00	520.00
6-inch Standard Steel Pipe	110 lin.ft.	14.00	$ 1,540.00
			$ 121,005.00

Type Code X082
(Pritchard Creek-Hindman Road)(#9485)("HR" 20+93)

Furnish Treated Timber Piling	600 lin.ft.	2.00	$ 1,200.00
Drive Timber Piles	12 only	75.00	900.00
Class "A" Concrete (30 c.y. @ $125.00)	All Required		3,750.00
4' x 40' x 45' Prestressed Slabs	8 only	1,000.00	8,000.00
Metal Reinforcement (2,800 lbs. @ $0.20)	All Required		$ 560.00
			$ 14,410.00

Type Code X321
(Pritchard Creek O'xing)(#7987 & 7987A)("EB" Sta. 1104+60.42 to Sta. 1109+60.42)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	660 cu.yd.	6.00	3,960.00
Structural Excavation	70 cu.yd.	6.00	420.00
Furnish 10 BP 42 Steel Piling	9,890 lin.ft.	5.00	49,450.00
Drive Steel Piles	184 only	70.00	12,880.00
Splice Steel Piles	50 only	50.00	2,500.00
Class "A" Concrete (2,011 c.y. @ $85.00)	All Required		170,935.00
Metal Reinforcement (433,400 lbs. @ $0.125)	All Required		54,175.00
Structural Steel (Carbon 126,800 lbs. @ $0.29)(Low Alloy 493,300 lbs. @ $0.30)	All Required		184,762.00

Metal Parapet	2,010 lin.ft.	8.00	$ 16,080.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	140 lin.ft.	4.00	560.00
6-inch Standard Pipe	280 lin.ft.	14.00	3,920.00
			$ 504,642.00

Type Code X281
Durkee Interchange O'xing (#9044 & 9044A)("EB" Sta. 1216/68.50 to Sta. 1218/45.50)

Structural Excavation	550 cu.yd.	7.00	$ 3,850.00
Shoring, Cribbing, etc.	All Required		5,000.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	700 lin.ft.	5.50	3,850.00
Drive Steel Piles	20 only	75.00	1,500.00
Splice Steel Piles	5 only	50.00	250.00
Class "A" Concrete (667 c.y. @ $85.00)	All Required		56,695.00
55' to 60' Type 3 Prestressed Beams	15 only	1,400.00	21,000.00
60' to 65' Type 3 Prestressed Beams	15 only	1,500.00	22,500.00
Metal Reinforcement (141,400 lbs. @ $0.125)	All Required		17,675.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	150 lin.ft.	4.00	600.00
			$ 133,520.00

			$ 898,044.50
Railroad Protection Cost	All Required		28,000.00
Work by Union Pacific Railroad	All Required		40,000.00
	Subtotal		$ 966,044.50
	10% Engr. & Cont.		96,603.50
		Total	$1,062,648.00

Length of Grade and Pave	5.907 miles
Cost of Roadway Per Mile	$540,275.60
Length of Grading Only	2,140 miles
Cost of Roadway Per Mile	$178,463.08
Length of Structures (3)	0.157 mile
Total Length	8.204 miles

Type Code R/W

Right of Way for Idaho Power Co.	All Required	$ 1,392.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$3,191,408.00	$2,885,466.00	$ 305,942.00
Grade Only	381,911.00	344,000.00	37,911.00
Structures	1,018,649.00	938,000.00	80,649.00
Right of Way	1,392.00	1,254.00	138.00
	$4,593,360.00	$4,168,720.00	$ 424,640.00

OXMAN-BUBBS RANCH SECTION

PROJECT NO. I-80N-7(15)320

Work by Union Pacific Railroad

Railroad Protective Service

Headquarters, Portland			
Engineer Inspector			$730.00 per Mo.
Payroll Additives	30%		289.00
			$1,019.00
Expenses		$12.00/day approx.)	
Car Rental		9.50/day approx.)	use $22.00
Flagging			
1 Section	Foreman	@$2.85/Hr.	$22.80/day
2 Section	Laborer	@ 2.46/Hr.	39.36/day
			$62.16
Payroll Additives			18.65
3 men @ $3.85 (Round trip exp.)			11.55
Total Est. Cost Per Shift			$92.36

Pritchard Creek O'xing

10 Mo., 200 shifts, 2/3 shift		$12,312.00
Inspector 10 mo. @ $1,019.00		10,190.00
Inspector Expense 10 mo. @ $22.00		4,400.00
		$26,902.00

Hindman Road Grade Xing and Oxman O'xing

One Mo. Engr. Insp. Only		$ 1,019.00
Expenses 20 days @ $22.00		440.00
		$ 1,459.00
Total Railroad Protection Cost		$28,361.00
State Will Pay Up To		28,000.00
Use		$28,000.00

Work by Pacific N. W. Bell Telephone Company

Sta. 1245+00

Labor	$	238.00
Overhead		91.00
Engineering		450.00
Material		120.00
Equipment		28.00
Boarding & Lodging		45.00
	$	972.00

Sta. 1092/00

Labor	$ 91.00	
Overhead Const. Cost	37.00	
Engineering	120.00	
Material and Supplies	53.00	
Equipment	10.00	
Board and Lodging	17.00	
Total		$ 328.00
Total (Lump Sum Agreement)		$ 1,300.00

Work by Idaho Power Company

Right of Way

V.S. Kirby	$ 325.00	
Chris Lang	120.00	
Lowel Hindman	30.00	
Etta May Fleming	25.00	
S. A. Kieth	10.00	
Fred S. Bubb	110.00	
Ader Grogan	190.00	
Rodney McCullough	310.00	
Lowell Hursh	40.00	
		$ 1,160.00
Acquisition Expense 20%		232.00
		$ 1,392.00

Work East of Sta. 1200/00

Labor	$20,614.00	
Expense of Men	4,640.00	
Expense of Vehicles	6,215.60	
General Overhead	3,119.31	
Materials (Including Stores Charges)	19,318.93	
Material Credits	(12,073.87)	
	$41,833.97	
Less Portion at Co. Expense	500.00	
		$41,333.97

Work West of Sta. 1200/00

Labor	$ 5,816.80	
Expense of Men	1,320.00	
Expense of Vehicles	1,097.00	
General Overhead	1,791.06	
Material (Including Stores Charges)	9,676.83	
Material Credits	(2,465.34)	
		$17,236.35
		$58,570.32

OXMAN-BUBBS RANCH SECTION

PRESTRESSED BEAM QUANTITIES

Structure #704A

70' to 75' Type 4 Prestressed Beams

Overhead	All Required		$ 200.00
Class AA Concrete	15.9 cu.yd.	88.00	1,399.20
Metal Reinforcement	1,218 lbs.	0.12	146.16
Prestress Wire	1,173 lbs.	0.50	586.50
			$2,331.86
		Use	$2,300.00

90' to 95' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	20 cu.yd.	88.00	1,760.00
Metal Reinforcement	1,638 lbs.	0.12	196.56
Prestress Wire	2,206 lbs.	0.50	1,103.00
			$3,359.56
		Use	$3,400.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class AA Concrete	20.4 cu.yd.	88.00	1,795.20
Metal Reinforcement	1,695 lbs.	0.12	203.40
Prestress Wire	2,505 lbs.	0.50	1,252.50
			$3,551.10
		Use	$3,600.00

Structure #948S

4' x 40' to 45' Prestressed Slabs

Overhead	All Required		$ 150.00
Class AA Concrete	6.8 cu.yd.	73.00	496.40
Metal Reinforcement	430 lbs.	0.12	51.60
Prestress Wire	520 lbs.	0.50	260.00
			$ 958.00
			$1,000.00

Structure #9044 and 9044A

55' to 60' Type 3 Prestressed Beams

Overhead	All Required		$ 150.00
Class AA Concrete	9 cu.yd.	78.00	702.00
Metal Reinforcement	1,080 lbs.	0.12	129.60
Prestress Wire	792 lbs.	0.50	396.00
			$1,377.60
		Use	$1,400.00

60' to 65' Type 3 Prestressed Beams

Overhead	All Required		$ 150.00
Class AA Concrete	9.4 cu.yd.	78.00	733.20
Metal Reinforcement	1,180 lbs.	0.12	141.60
Prestress Wire	926 lbs.	0.50	463.00
			$1,487.80
		Use	$1,500.00

Structure #9475 and 9475A

45' to 50' Type II Prestressed Beams

50' to 55' Type II Prestressed Beams

Overhead	All Required		$ 150.00
Class AA Concrete	4.86 cu.yd.	88.00	427.00
Metal Reinforcement	800 lbs.	0.12	96.00
Prestress Wire	632 lbs.	0.50	316.00
			$ 989.00
		Use	$1,000.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-7(15)320

OXMAN-BUBBS RANCH SECTION OF THE

OLD OREGON TRAIL HIGHWAY IN BAKER COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, August 26, 1965

Type Code 6201
Grade & Pave ("EB" Sta. 989+60.56 to Sta. 1313+00)

Clearing and Grubbing	All Req. (85%)			$ 34,000.00
Ditch Excavation, Unclassified	7,614	cu.yd.	$ 2.50	19,035.00
General Excavation, Location "A"	2,422,020	cu.yd.	0.40	968,808.00
Overhaul	158,400	C-yd.sta.	0.40	63,360.00
Finishing Roadbed and Slopes	All Req.			10,000.00
Rounding Cutbanks	28,300	lin.ft.	0.20	5,660.00
Trench Excavation	6,520	cu.yd.	3.00	19,560.00
Special Backfill in Drains	670	cu.yd.	8.00	5,360.00
Watering	17,850	M-gal.	3.00	53,550.00
3/4" - 0 Material in Stone Leveling Course	34,500	ton	1.50	51,750.00
3/4" - 0 Aggregate in Prime Coat	1,600	cu.yd.	4.50	7,200.00
MC-250 Asphalt in Prime Coat	250	ton	60.00	15,000.00
Plant-Mix Stone Base	392,000	ton	1.55	607,600.00
Bituminous Base Mixture	34,900	ton	3.85	134,365.00
Asphalt in Bituminous Base Mixture	1,570	ton	40.00	62,800.00
Class "B" Asphalt Concrete Mixture	50,800	ton	4.00	203,200.00
Asphalt Cement in Mixture	2,800	ton	40.00	112,000.00
Loose Riprap	3,500	cu.yd.	4.00	14,000.00
Class "A" Concrete	820	cu.yd.	75.00	61,500.00
Metal Reinforcement	139,300	lbs.	0.15	20,895.00
Drainage Structure, Sta. EB 1272+25	All Req.			15,000.00
Pressure Relief Drains	7,000	lin.ft.	3.50	24,500.00
1/2-inch Black Iron Pipe	530	lin.ft.	1.00	530.00
12-inch Culvert Pipe	46	lin.ft.	3.75	172.50
15-inch Culvert Pipe	1,864	lin.ft.	4.25	7,922.00
18-inch Culvert Pipe	3,274	lin.ft.	5.00	16,370.00
24-inch Culvert Pipe	1,790	lin.ft.	8.00	14,320.00
36-inch Culvert Pipe	3,080	lin.ft.	14.50	44,660.00
48-inch Culvert Pipe	520	lin.ft.	25.00	13,000.00
60-inch Culvert Pipe	80	lin.ft.	35.00	2,800.00
6-inch Drain Pipe	3,300	lin.ft.	2.00	6,600.00
15-inch Culvert End Section	11	only	35.00	385.00
18-inch Culvert End Section	28	only	40.00	1,120.00
24-inch Culvert End Section	14	only	55.00	770.00
36-inch Culvert End Section	6	only	135.00	810.00
48-inch Culvert End Section	4	only	250.00	1,000.00
18-inch Metal Turnout Gate	1	only	100.00	100.00

Concrete Inlets, Type G-2M	38 only	$150.00	$ 5,700.00
Guide Posts, W-1	345 only	7.50	2,587.50
Guide Posts, Y-2	80 only	8.50	680.00
Guide Posts, Y-3	2 only	9.00	18.00
Guard Rail	29,010 lin.ft.	2.50	72,525.00
Rail End Pieces	59 only	5.00	295.00
Guard Rail Blocks	1,860 only	2.00	3,720.00
Extra Guard Rail Posts	100 only	9.00	900.00
Salvaging Guard Rail	620 lin.ft.	1.00	620.00
Guard Rail-Salvaged Guard Rail	620 lin.ft.	1.00	620.00
Type 2 Fence	5,190 rod	8.00	41,520.00
16' Type 2 - Single Gates	9 only	100.00	900.00
Salvaging Type 2 Fence	70 rod	3.00	210.00
Type 2 Fence - Salvaged	70 rod	3.00	210.00
26' Metal Cattle Guard	4 only	1,500.00	6,000.00
Roadside Seeding	100 acre	150.00	15,000.00
Roadside Mulching	100 acre	250.00	25,000.00
Grass Seed, Crested Wheatgrass	1,000 lb.	0.50	500.00
Grass Seed, Hard Fescue	500 lb.	0.45	225.00
Grass Seed, Sherman Big Bluegrass	500 lb.	0.50	250.00
Inorganic Fertilizer, 10-16-8	400 cwt.	6.00	2,400.00
Furnishing Field Laboratory Building	All Req.		500.00
Signing			
Sign Support Footings	All Req.		550.00
Pipe Sign Posts	All Req.		400.00
Single Sign Supports	All Req.		2,300.00
Structure Mounts	All Req.		150.00
Painted Wood Sign Posts	All Req.		1,700.00
Type "A" & "B" Signs in Place	597 sq.ft.	7.35	4,387.95
Type "C" & "D" Signs in Place	670 sq.ft.	3.80	2,546.00
Type "E", "F" & "G" Signs in Place	142 sq.ft.	4.00	568.00
Type "P" Signs in Place	30 sq.ft.	5.50	165.00
Retaining Walls			
Trench Excavation	60 cu.yd.	6.00	360.00
Class "A" Concrete	100 cu.yd.	80.00	8,000.00
Metal Reinforcement	12,000 lb.	0.25	3,000.00
			$2,824,209.95
Flagging (57½ of contractor's cost)	All Req.		$ 2,000.00
Slide Removal	All Req.		15,000.00
			$ 15,200.00
Utilities			
Work by Pacific N.W. Bell Co.	All Req.		$ 1,300.00 ✓
Work by Idaho Power Co.	All Req.		58,570.32 ✓
			$ 59,870.32

Subtotal			$2,899,280.27
10% Engr. & Cont.			289,927.73
Total			$3,189,208.00

Type Code 0010
Partial Grading (Sta. 1313+00 to Sta. 1426+00)

Clearing and Grubbing	All Req. (15%)		$ 6,000.00
Ditch Excavation, Unclassified	56 cu.yd.	$ 2.50	140.00
General Excavation, Location "A"	1,980 cu.yd.	0.40	792.00
General Excavation, Location "B"	274,800 cu.yd.	1.15	316,020.00
Trench Excavation	680 cu.yd.	3.00	2,040.00
15-inch Culvert Pipe	116 lin.ft.	4.25	493.00
18-inch Culvert Pipe	86 lin.ft.	5.00	430.00
24-inch Culvert Pipe	240 lin.ft.	8.00	1,920.00
36-inch Culvert Pipe	570 lin.ft.	14.50	8,265.00
36-inch Culvert End Sections	1 only	135.00	135.00
Concrete Inlets, Type G-2M	4 only	150.00	600.00
Guide Posts, W-1	5 only	7.50	37.50
Guard Rail	990 lin.ft.	2.50	2,475.00
Rail End Pieces	1 only	5.00	5.00
Type 2 Fence	980 rod	8.00	7,840.00
Subtotal			$ 347,192.50
10% Engr. & Cont.			34,718.50
Total			$ 381,911.00

Structures

Type Code X781
(Oxman U'xing) (#704A) (Sta. EB 1001+41.73)

Replace Handrail	All Req.		$ 5,000.00
Shoring, Cribbing, Etc.	All Req.		2,000.00
Structural Excavation	280 cu.yd.	$10.00	2,800.00
Structural Excavation Below Elevation Shown	30 cu.yd.	10.00	300.00
Class "A" Concrete (493 c.y. @ $85.00)	All Req.		41,905.00
70' to 75' Type 4 Prestressed Beams	4 only	2,300.00	9,200.00
90' to 95' Type 4 Prestressed Beams	2 only	3,400.00	6,800.00
95' to 100' Type 4 Prestressed Beams	10 only	3,600.00	36,000.00
Metal Reinforcement (92,500 lbs. @ $0.12)	All Req.		11,562.50
Preparation of Slopes	460 sq.yd.	2.00	920.00
Concrete Slab Riprap	460 sq.yd.	7.00	3,220.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	420 lin.ft.	4.00	1,680.00
6-inch Standard Steel Pipe	220 lin.ft.	14.00	3,080.00
			$ 124,467.50

Type Code X721
(Hooker Ranch Road (#9475) ("EB" Sta. 1154+77)

Shoring, Cribbing, etc.	All Req.		$ 3,000.00
Structural Excavation	1,000 cu.yd.	$ 6.00	6,000.00

Structural Excavation Below Elevation Shown	100 cu.yd.	$ 10.00	$ 1,000.00
Class "A" Concrete (1,453 cu.yd. @ $85.00)	All Req.		123,505.00
Metal Reinforcement (159,000 lbs. @ $0.125)	All Req.		19,875.00
			$ 153,380.00

Type Code X080
(Pritchard Creek - Hindman Road) (#9485) ("HR" 20+93)

Furnish Treated Timber Piling	600 lin.ft.	$ 2.00	$ 1,200.00
Drive Timber Piles	12 only	75.00	900.00
Class "A" Concrete (30 c.y. @ $125.00)	All Req.		3,750.00
4' x 40' x 45' Prestressed Slabs	8 only	1,000.00	8,000.00
Metal Reinforcement (2,800 lbs. @ $0.20)	All Req.		560.00
			$ 14,410.00

Type Code X321
(Pritchard Creek O'xing) (#7987 & 7987A) ("EB" Sta. 1104+60.42 to Sta. 1109+60.42)

Shoring, Cribbing, Etc.	All Req.		$ 5,000.00
Structural Excavation	660 cu.yd.	$ 6.00	3,960.00
Structural Excavation	70 cu.yd.	6.00	420.00
Furnish 10 BP 42 Steel Piling	9,890 lin.ft.	5.00	49,450.00
Drive Steel Piles	184 only	70.00	12,880.00
Splice Steel Piles	50 only	50.00	2,500.00
Class "A" Concrete (2,011 c.y. @ $85.00)	All Req.		170,935.00
Metal Reinforcement (433,400 lbs. @ $0.125)	All Req.		54,175.00
Structural Steel			
(Carbon 126,800 lbs. @ $0.29) (Low Alloy 493,300 lbs. @ $0.30)	All Req.		184,762.00
Metal Parapet	2,010 lin.ft.	8.00	16,080.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	140 lin.ft.	4.00	560.00
6-inch Standard Pipe	280 lin.ft.	14.00	3,920.00
			$ 504,642.00

Type Code X281
Durkee Interchange O'xing (#9044 & 9044A) ("EB" Sta. 1216+68.50 to Sta. 1218+45.50)

Shoring, Cribbing, Etc.	All Req.		$ 5,000.00
Structural Excavation	550 cu.yd.	$ 7.00	3,850.00
Structural Excavation Below Elevation Shown	60 cu.yd.	10.00	600.00
Furnish 10 BP 42 Steel Piling	700 lin.ft.	5.50	3,850.00
Drive Steel Piles	20 only	75.00	1,500.00

Splice Steel Piles	5 only	$ 50.00	$ 250.00
Class "A" Concrete (667 c.y. @ $85.00)	All Req.		56,695.00
55' to 60' Type 3 Prestressed Beams	15 only	1,400.00	21,000.00
60' to 65' Type 3 Prestressed Beams	15 only	1,500.00	22,500.00
Metal Reinforcement (141,400 lbs. @ $0.125)	All Req.		17,675.00
8-inch Metal Unperf. Drain Pipe, Type "A" Coating	150 lin.ft.	4.00	600.00
			$ 133,520.00
			$ 930,419.50
Railroad Protection Cost	All Req.		28,000.00
	Subtotal		$ 958,419.50
	10% Engr. & Cont.		95,841.50
	Total		$1,054,261.00

Length of Grade and Pave	5.936 miles
Cost of Roadway per Mile	$537,265.49
Length of Grading only	2.140 miles
Cost of Roadway per mile	$178,463.08
Length of Structures (2)	0.128 miles
Total Length	8.204 miles

Type Code R/W

Right of Way for Idaho Power Co.	All Req.	$ 1,392.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Grade and Pave	$3,189,208.00	$2,873,476.00	$315,732.00
Grade only	381,911.00	344,101.00	37,810.00
Structures	1,054,261.00	949,889.00	104,372.00
Right of Way	1,392.00	1,254.00	138.00
	$4,626,772.00	$4,168.720.00	$458,052.00

OXMAN-BUBBS RANCH SECTION

PROJECT NO. I-80N-7(15)320

Work by Union Pacific Railroad

Railroad Protective Service

Headquarters, Portland			
Engineer Inspector		$730.00 per mo.	
Payroll Additives 30%		289.00	
		$1,019.00	
Expenses $12.00 day approx.)			
Car rental 9.50 day approx.) use		$ 22.00	
Flagging			
1 Section Foreman @ 2.85 hr.		$ 22.80 day	
2 Section Foremen @ 2.46 hr.		39.36 day	
		$ 62.16	
Payroll additives		18.65	
3 men @ $3.85 (round trip exp.)		11.55	
Total est. cost per shift		$ 92.36	
Pritchard Creek O'xing			
10 mo., 200 shifts, 2/3 shift		$12,312.00	
Inspector, 10 mo. @ $1,019.00		10,190.00	
Inspector Expense 10 mo. @ $22.00		4,400.00	
			$26,902.00
Hindman Road Grade Xing and Oxman O'xing			
One Mo. Engr. Insp. only		$ 1,019.00	
Expenses 20 days @ $22.00		440.00	
			1,459.00
Total Railroad Protection Cost			$28,361.00
State will pay up to			28,000.00
Use			$28,000.00

Work by Pacific N.W. Bell Telephone Co.

Sta. 1245+00

Labor	$ 238.00	
Overhead	91.00	
Engineering	450.00	
Material	120.00	
Equipment	28.00	
Board and Lodging	45.00	
Total		$ 972.00

Sta. 1092+00

Labor	$ 91.00	
Overhead Const. Cost	37.00	
Engineering	120.00	
Material and Supplies	53.00	
Equipment	10.00	
Board and Lodging	17.00	
Total		$ 328.00
Total (Lump Sum Agreement)		$ 1,300.00

Work by Idaho Power Co.

Right of Way

V. S. Kirby	$ 325.00	
Chris Lang	120.00	
Lowel Hindman	30.00	
Etta May Fleming	25.00	
S. A. Kieth	10.00	
Fred S. Bubb	110.00	
Ader Grogan	190.00	
Rodney McCullough	310.00	
Lowell Hursh	40.00	
		$ 1,160.00
Acquisition Expense (20%)		232.00
		$ 1,392.00

Work by Idaho Power Co. (cont.)

Work East of Sta. 1200+00

Labor	$20,614.00	
Expense of Men	4,640.00	
Expense of Vehicles	6,215.60	
General Overhead	3,119.31	
Materials (Including Stores Charges)	19,318.93	
Material Credits	(12,073.87)	
	$41,833.97	
Less portion at Co. expense	500.00	
		$41,333.97

Work West of Sta. 1200+00

Labor	$ 5,816.80	
Expense of Men	1,320.00	
Expense of Vehicles	1,097.00	
General Overhead	1,791.06	
Material (Including Stores Charges)	9,676.83	
Material Credits	(2,465.34)	
		$17,236.35
		$58,570.32

OXMAN-BUBBS RANCH SECTION

PRESTRESSED BEAM QUANTITIES

Structure #704A
70' to 75' Type 4 Prestressed Beams

Overhead	All Req.		$ 200.00
Class "AA" Concrete	15.9 cu.yd.	$88.00	1,399.20
Metal Reinforcement	1,218 lb.	0.12	146.16
Prestress Wire	1,173 lb.	0.50	586.50
			$ 2,331.86
		Use	$ 2,300.00

90' to 95' Type 4 Prestressed Beams

Overhead	All Req.		$ 300.00
Class "AA" Concrete	20.00 cu.yd.	$88.00	1,760.00
Metal Reinforcement	1,638.00 lb.	0.12	196.56
Prestress Wire	2,206 lb.	0.50	1,103.00
			$ 3,359.56
		Use	$ 3,400.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Req.		$ 300.00
Class "AA" Concrete	20.4 cu.yd.	$88.00	1,795.20
Metal Reinforcement	1,695 lb.	0.12	203.40
Prestress Wire	2,505 lb.	0.50	1,252.50
			$ 3,551.10
		Use	$ 3,600.00

Structure #9485
4' x 40' to 45' Prestressed Slabs

Overhead	All Req.		$ 150.00
Class "AA" Concrete	6.8 cu.yd.	$73.00	496.40
Metal Reinforcement	430 lb.	0.12	51.60
Prestress Wire	520 lb.	0.50	260.00
			$ 958.00
		Use	$ 1,000.00

Structure #9044 and 9044A
55' to 60' Type 3 Prestressed Beams

Overhead	All Req.		$ 150.00
Class "AA" Concrete	9.0 cu.yd.	$78.00	702.00
Metal Reinforcement	1,080 lb.	0.12	129.60
Prestress Wire	792 lb.	0.50	396.00
			$ 1,377.60
		Use	$ 1,400.00

60' to 65' Type 3 Prestressed Beams

Overhead	All Req.		$ 150.00
Class "AA" Concrete	9.4 cu.yd.	$78.00	733.20
Metal Reinforcement	1,180 lb.	0.12	141.60
Prestress Wire	926 lb.	0.50	463.00
			$ 1,487.80
		Use	$ 1,500.00

RECEIVED
AUG - 6 1970
FOR FILING

RAILROAD COMPANIES
FILE No. 686

I-80N-7(15)
6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 15, 1970

To: Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: R/W File 36089
PUX 506 SXF 264 -
PUX 572 SXF 328 - 6729
Construction Agreement
Union Pacific Railroad Company
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in Mr. Saling's office for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

F. D. Morgan
Construction Engineer

By: T. W. Litchfield

T. W. Litchfield
Railroad & Utility Engineer

TWL:ss

cc: F. B. Klaboe
F. D. Morgan
R. W. Bothman (w/attachment)
H. S. Coulter "
G. A. Starkey "
R.N. Chase (3) "
E. F. Saling (3) "
V. E. Skoog "
J. L. Sollis "
I. D. Merchant "

Fran

NOTED
FLOYD QUERY

RECEIVED
MAR 12 1970
FOR FILING

I-80N-1(15)130
1759

March 12, 1970

Mr. R. H. Brown, Chief Engineer
Union Pacific Railroad Company
1416 Dodge Street
Omaha, Nebraska 68102

Dear Mr. Brown:

Your File: B-2064-5

As requested in your March 6 letter, enclosed is a listing of state highway grade separation structures with the Union Pacific Railroad tracks that were completed during the calendar years 1967 and 1968.

The two projects, I-80N-3(13)93 and I-80N-3(16)81, which your records show as completed in 1967 are preliminary engineering projects and therefore would not reflect the construction cost of structures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
L. H. Young

VAB:ia ms

HIGHWAY-U.P.R.R. GRADE SEPARATION STRUCTURES

COMPLETED BY THE OREGON STATE HIGHWAY DIVISION IN CALENDAR YEARS 1967 AND 1968

Hwy.	Project	Federal-Aid Project No.	Cost Distribution State	Federal	Other	Total	Remarks	Date Completed
I-80N	Oxman-Bubbs Ranch #6729	I-80N-7(15)320	$43,762	$523,800	$ -	$567,562*	Twin Overcrossings over U.P.R.R.	6-14-67
I-80N	Stanfield Jct.-Pendleton #7089	I-80N-5(28)187	49,322	586,900	-	636,222*	Twin Overcrossings over UPRR and Umatilla Riv.	12-28-68
I-80N	Celilo-Rufus #6738	I-80N-3(47)95	40,543	464,837	-	505,380	Twin Overcrossings over U.P.R.R.	3-16-67

*Estimate (not final cost).

VAB:ia
3-11-70

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

ENGINEERING DEPARTMENT
1416 DODGE STREET
OMAHA, NEBRASKA 68102

10017

R. M. BROWN
CHIEF ENGINEER

J. M. BATES, ASSISTANT TO CHIEF ENGINEER
F. G. SCHURMAN, ASSISTANT CHIEF ENGINEER-STAFF
W. E. DOWLING, SYSTEM BRIDGE ENGINEER
H. B. DURRANT, CONSTRUCTION ENGINEER
H. H. SCHMIDT, STRUCTURAL ENGINEER

E. A. KRAUSE, GENERAL SIGNAL ENGINEER
R. J. MARTENS, GENERAL ARCHITECT
R. J. BERTI, ELECTRICAL ENGINEER
J. C. ROBERTS, FIRE & SANITARY ENGINEER
V. L. EMAL, GENERAL SUPERVISOR WORK EQUIPMENT

REFERRED TO
admin
BY SECRETARY

March 6, 1970

B-2064-5

REFERRED TO
Young
Draft please

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Gentlemen:

The Association of American Railroads is cooperating with the Department of Transportation, the Federal Railroad Administration and the Federal Highway Administration in a number of studies relative to Highway-Railroad crossings.

In this connection, we have been requested to furnish information as to number and cost of highway-railroad grade separation structures completed during the calendar years 1967 and 1968.

This information is to indicate if project is a Federal Aid or Non-Federal Aid Project, the total cost and the Railroad cost.

We do not have this information available and would appreciate your furnishing it for the following projects which according to our records were completed in 1967. If available please furnish the total cost and distribution between Federal, State, County, City and Railroad.

State Project No. I-80N-3(16)81, Highway I-80 overpass at our M.P. 95.13 near Oregon Trunk Jct.
State Project No. I-80N-3(13)95, Highway I-80 overpass at our M.P. 108.49 near Rufus

REFERRED TO
R. W. ELLISON

RECEIVED
MAR 10 1970
PROGRAM & PLANNING
DIVISION

If you have record of any additional grade separation structures over Union Pacific (O.W.R.& N.Co.) tracks completed during 1967 or 1968, we will appreciate your furnishing information for them also.

Yours very truly,

K. W. Barnes.

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 30 1969
FOR FILING

I-80N-7(15)320
6731

September 30, 1969

Mr. Everett Grogan
Box 322
Durkee, Oregon 97905

Dear Mr. Grogan:

Reference is made to your recent letter concerning irrigation ditches near Durkee Creek on the Oxman-Bubbs Ranch Section of Interstate 80N. Mr. Fredrickson and Mr. Blickenstaff of the Highway Division discussed the matter with you on September 15. They have examined all our records concerning the matter and conclude that we have lived up to our obligation.

We are sorry that you feel otherwise, but a thorough examination of the problem leads me to the conclusion that your system is now as good or better than it was before our construction work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe - 9326
G. E. Rohde
F. D. Morgan
E. S. Hunter
H. S. Coulter

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

September 24, 1969

NOTED
R. L. PORTER

Mr. Everett Grogan
P. O. Box 322
Durkee, Oregon 97905

Dear Mr. Grogan:

Re: State vs. Grogan, et al
Our File L-4809

I have for reply your letter of September 18, 1969, addressed to the State Highway Engineer, requesting a copy of the transcript of the above trial. This is to advise you that we do not have a copy of the transcript of the trial. The only way a transcript can be obtained would be to contact the court reporter that recorded the proceedings and have him transcribe one from his notes. It is my understanding that the trial took four days so it would appear that any transcript would be rather expensive to reproduce in full.

I am, however, enclosing a copy of the final judgment. The judgment indicates that your mother was represented by Mr. Harold Banta and Tom Young of Baker. The judgment also indicates the amount of attorney fees paid by the State.

If there is any further information we can furnish, please notify me.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

F. C. McKINNEY
Assistant Counsel

RECEIVED
SEP 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FCMcK:JLS:krk
Enc.
cc: R. L. Porter
G. E. Rohde

Clerk Co Ct

RECEIVE
SEP 19 1969
LEGAL & RIGHT OF WAY

ORE. S.H. ENGINEER:

WANT VERY MUCH TO THANK

OU FOR SENDIND THE TWO

EN TO SEE ME HERE AT

URKEE, ORE, THEY WERE VERY

OLITE, AS FAR AS THEY COULD

O, I WOULD VERY MUCH LIKE

TO ASK ANOTHER FAVOR,

WOULD YOU BE SO KIND AS

TO SEND ME THE MINUTES

OF THAT HEARING (TRIAL)

WHICH I UNDERSTAND YOU

HAVE A COPY OF, ALSO THE

NAMES OF THE LAWYERS

THAT MY MOTHER WAS

SUPPOSED TO HIRE, AND

THE SALARY THEY WERE

PAID, MY COPY SAYS, THEY

WERE PAID BY STATE OF

ORE.

THANKS A MILLION

Everett Grogan
P.O. BOX 322
DURKEE, ORE.

RECEIVED
SEP 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
September 19, 1969

SUBJECT: Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729, Baker County
Complaint by Mr. Everett Grogan

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

Following the receipt of your telephone call on September 12, 1969, Mr. L. V. Blickenstaff, Resident Engineer at Baker, was contacted. Mr. Blickenstaff was the resident engineer on the subject project, and on the afternoon of September 15, 1969, Mr. Fredrickson met with him at his office and reviewed the background of the project relative to the Grogan property. Our right of way through this property was obtained by condemnation (Case No. L-2954) and the final judgement was dated the 19 day of April, 1966. Later in the afternoon, Mr. Blickenstaff and Mr. Fredrickson drove to the area referred to and spoke to Mr. Everett Grogan.

At the time this property was condemned, it belonged to Ader Grogan, mother of Everett Grogan. She has since died and Mr. Grogan feels that she was not justly treated or compensated by the condemnation suit and the final judgement. Ader Grogan was represented by Mr. Harold Banta, an attorney from Baker.

Mr. Grogan pointed out that a portion of the remaining property was isolated from a source of water by our construction. He also stated that the irrigation water was cut off for a period of two years during the construction of the project by a fill placed by the contractor in an area used for a storage yard. He said that one of the culverts placed during our restoration of the irrigation facilities was about 14 inches too high, and that this was responsible for a silting condition in the system.

Referring to the pre-trial documents regarding the Grogan property, the matter of isolating a portion of the property from the water source was covered by the answer to the complaint and the subsequent reply. It was, therefore, one of the considerations in the final judgement, and the award of damages.

Article VI of the final judgement requires that, as a part of the construction project, the irrigation facilities be reconstructed and restored to at least their original condition, and that they be maintained by our forces where they lie within the highway right of way. In order to be sure that the irrigation facilities are adequate and in good repair, Mr. Blickenstaff was asked to check the grades on the facilities involved and Mr. Starkey, the District Maintenance Superintendent, was asked to check for silting or other impairments in the system. This has been done. Mr. Blickenstaff found that the grades on the ditches and the installation of the pipes are functional and fit the facilities which were

Mr. K. B. Klaboe

September 19, 1969

in place prior to the construction of the project. Mr. Starkey found that there were no impairments in the system but that there was a possibility of silting due to an eroded condition upstream. This will be corrected in the immediate future.

Mr. Blickenstaff said that during construction, the contractor did have a fill through the ditch serving the Grogan property. He also said that when water was requested, the ditch was opened up and that at no time was water held back because of this fill. To the best of his knowledge, the ditch was only used once during the course of the project, to check on the functioning of the reconstructed facilities, and that it had not been used for a year or two prior to commencement of construction. At the present time a wooden flume, outside our right of way, and which was part of the original system, is not functional.

It appears that there has been no deficiency on the part of the Highway Department in fulfilling the requirements of the construction contract or the final judgement. Ader Grogan was represented by counsel at the time of the condemnation, and Mr. Blickenstaff stated that these same arguments were advanced at that time and during the construction of the project. Our only obligation at this time appears to be the maintenance of those facilities on the highway right of way, and this work is being performed. We have asked that the resident engineer's diaries for the project be returned to Mr. Blickenstaff so that he can see if any difficulties were noted during construction, but at this time, we can see no way in which Mr. Grogan has been mistreated or ignored. There is no record that he is or was an employee of this department.

H. S. Coulter
Division Engineer

By C. O. Fredrickson
C. O. Fredrickson
Assistant Division Engineer

COF:dj

cc: F. D. Morgan
E. S. Hunter
G. E. Rohde

RECEIVED
SEP 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 SOM 3-68 69607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED | DE | [illegible] | ADE | DOE

Baker, Oregon
Sept. 18, 1969

SEP 22 1969

REC'D DIV. OFFICE
LA GRANDE

SUBJECT: Grogan's Irrigation System
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

To: Mr. H. S. Coulter
Division Engineer
La Grande

As mentioned in my letter to you of Sept. 16, I had my construction diaries returned to me and I find my report concerning the alledged interruption of the irrigation water in the Grogan irrigation system.

Two zerox copies of this report taken from my diaries are enclosed. The pictures refered to were part of the job pictures and are now in Salem with the final records.

We had also ran levels on the structures in this irrigation system previously but I find no reference in the diaries to this. In any event I remember that they proved, as did the levels we ran a few days ago, that there is nothing wrong with the elevations of the structures we installed.

L. V. Blickenstaff

L. V. Blickenstaff

Resident Engineer

ENGINEERING COSTS

DATE	ITEM	AMOUNT

Thursday (Day of Week) Nov (Month) 18 (Date) 1965

Weather Cloudy & showers

Various equipment cleaning and pioneering at Sta 1240-1245, 1250-1200, 1262-1070. 3 scrapers working Sta 1227-1232 hauling to Sta 1214-1217. 2 scrapers working at Sta 1045-1060 making fill at borrow area. 3 scrapers working Sta 993-1003 hauling to Sta WB 1005-1010. Fencing Crew ~~working~~ by Cor. Compressor hole at Sta 1040-1005. Pipe Crew at Sta 1212+50, 1031 & 1042 + 78=13.

NIGHT SHIFT

5 Scrapers in cut at Sta 993-1003 hauling to fill at Sta WB 1005-1010.

Talked to Vardamega about his plans. He wants area near Nelson point staked. Will stake it tomorrow.

Two fill Crews, 2 compaction tractors, 1 pipe inspector, 2 grading inspectors.

J B Blickenstaff (Signature)

(Day of Week) (Month) (Date) 19

Weather

Grogan Irrigation
12-3-65

Sometime in October I stopped & asked Chris Long into all I should see about trading of water in my ditch at Stubblefield. He said he would only one water to make for there was other people involved and if the Contractor moved some soil he (Long) moved allowance to shut off the water. This was about Oct 5 and there was no water going into the flume to Grogans at this time.

On October 18th Alex Thomson and Edward Larson and others staked the 36" pipe at this irrigation ditch and there was no water in the flume then Larson walked across flume. The both south ends of the flume was plugged and it appeared no water had gone in flume for a long time. This was before the Contractor did any work.

On Oct 27 Contractor was setting up office on land occupied by ditch belonging to Grogan property. On about November 4th the Contractor talked

Conted (Signature)

(Day of Week) (Month) (Date) 19

Weather

To chris Long about the water in the Long ditch. Long went to where water is diverted from Rubes Creek into the Long ditch & found the water in the ditch into Rubes Creek. A Complaint was even made to us by Grayson on the way knowledge to the contractor for this. On December 2nd talked to Chris Long and he said water in the flume was any water in the flume condition creek leading to the Grayson property was in he full of 1965. That there was no water in this ditch at time on 1965. & this road returns for flume & ditch on December 2nd 1965. I talked to Ch. Contractor about the ditch that had leveled on their Property and he said they would put this ditch back in operation before irrigation season each spring.

J. V. Richenstiff
(Signature)
Dec 3 1965

Wednesday (Day of Week) NOV (Month) 17 (Date) 1965

Weather Cloudy & showers

3 scrapers & cat 948-1003 a. Hauling to sta 1005-1013. 3 scrapers excavate 1010-1055 & haul to roadway. One dozer pushing up at sta 1180. One dozer cleaning sta 1145 + 3 scrapers excavate sta 1223-1232 & hauling to sta 1214-1217. One dozer pushing & cleaning at sta 1200-1300. Jacking operation 2 lines pipe at sta 1081 + 50. 6 Ton Loader unloading pipe at sta 1212+50. (36")

NIGHT SHIFT

3 scrapers excavate sta 995-1005 a. Hauling to fill at sta 1005-1013. No other significant work.

Mr. Cowley & Mr Nichols of BPR over job today. I showed them the sandstone in cut at sta 1027-1032 which is being hauled to the Rubes Detour.

Fred Valdivia go to get lab stacks to have water truck. Drivers complete ck slations on ck daily cards & to furnish certification on pipe.

(Signature)

FORM E-20 50M 2-62 49607

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
Sept. 16, 1969

SUBJECT: Grogan Irrigation System
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

To: Mr. H. S. Coultar
Division Engineer
La Grande

Enclosed is a sketch showing the flow line elevations on the various structures involved in Grogan's irrigation system. We installed the 36" pipe, the diversion box and the 18" pipe under the county road. The flume and the wood box under the old county road were existing. As can be seen from the sketch, there is nothing wrong with the elevations of the facilities we installed.

I have been through this whole thing before with the Grogans but cannot find a copy of my report. I am having my diaries of this contract returned to me, thinking it is in there.

To the best of my knowledge, the Grogans did not use this irrigation for a year or two prior to our construction and I do not think they have used it since. Part of the old flume over Durkee Cr. has now colappsed.

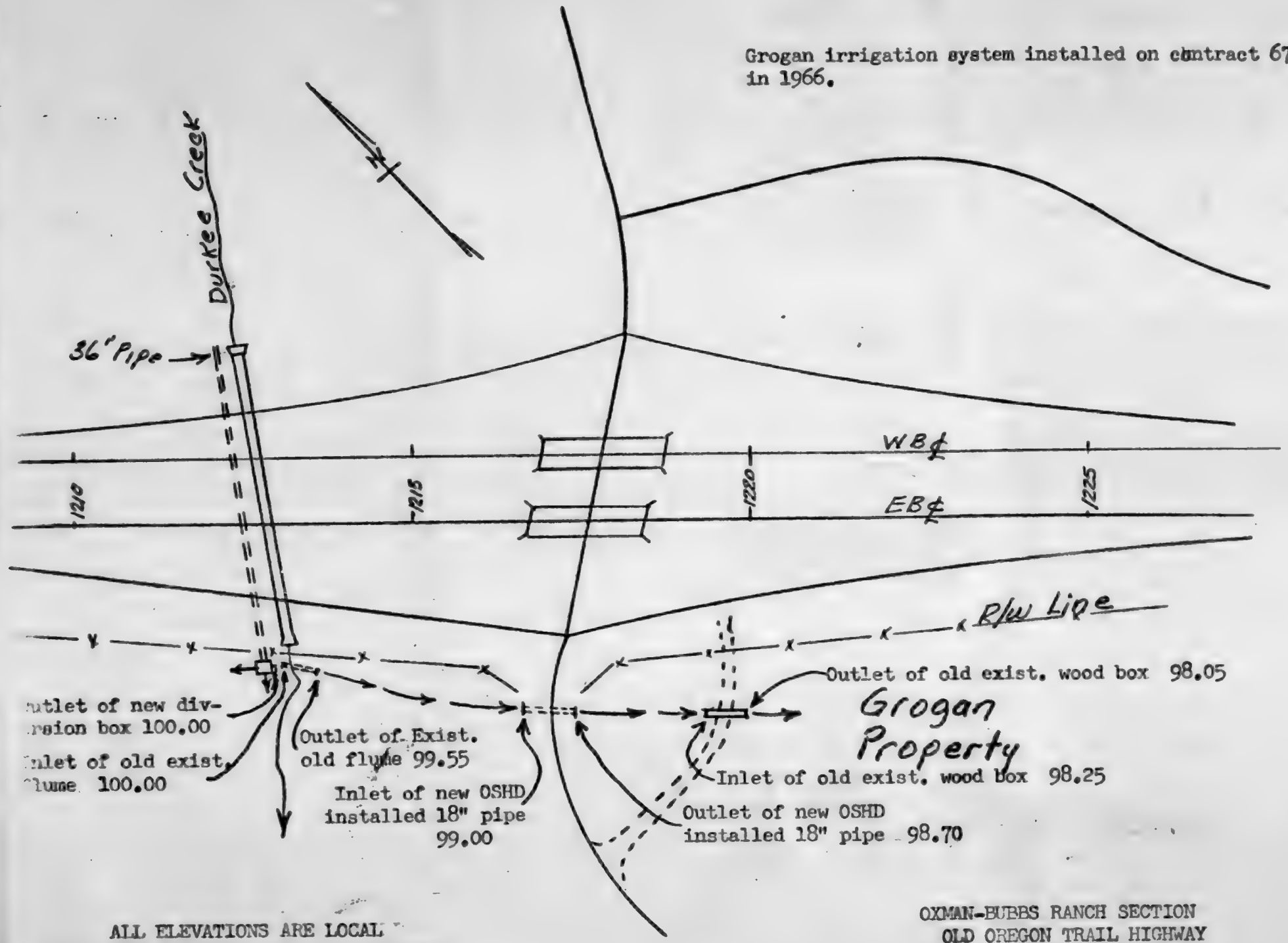
During the condemnation trial, Grogan's attorney asked the Grogans to try putting water through this system to see if it would work. I saw this and it, in my opinion,was satisfactory and I think that was the last water in the system.

L. V. Blickenstaff

L. V. Blickenstaff

Resident Engineer

Grogan irrigation system installed on contract 6729 in 1966.



ALL ELEVATIONS ARE LOCAL
All elevations are flow lines.

L. V. Blickenstaff, Res. Engr. 9-16-69

OXMAN-BUBBS RANCH SECTION
OLD OREGON TRAIL HIGHWAY

DURKEE INTERCHANGE

Burkee, Ore.
1926

State of Oregon
S.H.D.
Salem 10, Ore.

Klabon

Would be ever so thankful if you would come to Burkee or send someone in your place to have a little chat with me, (you) that is the S.H.D. took some of the farm here at Burkee, Ore. in the wind-up they left me for two yrs. without any irrigation water due to the fact they had a building on the water ditch, (since removed) and isolated 60 A. which is no good as stock cannot get to water, and a few other gripes

Could I ask you as a employe and one who represents the S.H.W. of Oregon why you never send anyone around to see if everything is O.K. after these land-grab deals? why does a person always have to go hire a lawyer to get some action?

Thanks a million

Everett Grogan

Box 322

Murkee, Ore.

-PARAGRARH 41-

THE PLAINTIFF AT ITS SOLE COST SHALL RECONSTRUCT AN RESTORE TO AT LEAST AS GOOD AND USABLE CONDITION AS BEFORE ALL DITCHES AND DIVERSION ~~FACILITIES~~ ETC.

RECEIVED
MAR 12 1969

RECEIVED
MAR 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 11, 1969

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Description of Easement
Hindman County Road
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
YOUR FILE: D 9416-32-1

Gentlemen:

The construction agreement among the Railroad, Baker County and the State for the above captioned project was returned to you with our Mr. Sollis' letter of January 2, 1969, after being executed by both the County Court and the State Highway Commission.

Prior to its execution by either the County or the State, the descriptions of all parcels of property involved in the project and contained in Exhibit "B" of the Agreement were reviewed by our Right of Way Descriptions Section. All were found to be correct except for Parcel No. 6 covering the Hindman County Road Grade Crossing at RR M.P. 366.21. The description as written was for "A strip of land 80.0 feet wide situate in the NE 1/4 of the SE 1/4 of Section 7, Township 11 South, Range 43 East ..." Upon review we discovered that the southerly most 8 feet ±, of Parcel No. 6 lay in the SE 1/4 of the SE 1/4 of Section 7. Therefore, prior to execution by either the County or the State, we struck out the "NE 1/4" and wrote in "E 1/2". This change was initialed by the County Commissioners at the time they executed the agreement.

You have asked for documentary evidence to verify this change, and I am submitting herewith four (4) copies of our right of way map 10C-44-20 on which this easement is shown as Parcel 4 of our right of way file 36089. Descriptions of this file and copies of the portion of this right of way map covering the crossing were sent to you with our letter of August 3, 1965.

Insofar as the State is concerned, we have no objection to your substituting a new page in the signatory counterparts with the correction we made included therein. I trust this provides you with the information you require.

Very truly yours,

F. D. Morgan
Construction Engineer

By:
T. W. Litchfield
Utilities Liaison Engineer

cc: Honorable Lloyd Rea (w/copy of Map No. 10C-44-20)
County Judge
Baker County
F. B. Klaboe
A. F. Parson
H. M. Fillmore

RECEIVED
JAN 22 1969
FOR

I-80N-7(15)320

6729

January 21, 1969

The Fidelity and Casualty Company
of New York
160 Pine Street
San Francisco, California 94111

Gentlemen:

A fourth post-final payment for $4,833.08 will be made to Rogers Construction, Inc., on Contract No. 6729 for grading, paving, structures, and signing on the Cusser-Bubbs Ranch Section of the Old Oregon Trail in Baker County, as soon as the warrant is prepared.

The total amount paid on this contract will be $3,711,876.71 including the post-final payment. Of the total $166,345.17 is for force account work. We are retaining $500.00 for anticipated Railroad Company billing charges.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Rogers Construction, Inc.
11760 S. E. Gliesan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon 97204

A. F. Parson
C. H. Maison
Attn: John Herr

RECEIVED
NOV 18 1968
FOR FILING

I-80N-1(15)220
6729

November 18, 1968

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the December 17 meeting an agreement with the Union Pacific Railroad Company for the construction of the Oxman-Hubbs Ranch Section of the Old Oregon Trail Highway in Baker County.

This agreement is the standard form of construction agreement prepared by the Union Pacific Railroad Company and formalizes the negotiation between the Railroad and State regarding this project. The agreement provides for the Railroad to grant to the State and Baker County easements which are necessary for the construction of this project. It also provides for the State to reimburse the Railroad for its expenses incurred for the temporary and permanent adjustment of signal and communication lines, the installation of the grade crossing for the Kindman County Road, rearrangement of Railroad right-of-way fences, protection of its track at Nelson Point, and for Railroad protective work totaling an estimated cost of $57,345. In addition, the State is to pay the Railroad $175 as a consideration for the easements granted.

The project was completed on June 14, 1967, and all of the work for which the State is to reimburse the Railroad has been completed except for the restoration of signal and communication lines to their permanent position.

As a portion of this transaction, the State will grant to the Railroad fee title to two small parcels of property on either side of the Oxman Undercrossing which is presently occupied by anchors to its signal line. This

is necessary because of the requirement that there be no utility encroachments on Interstate right-of-way. Duplicate counterparts of the deed conveying the property to the Railroad are included.

The agreement has been executed by Baker County and we recommend your approval of the agreement and execution of the deed.

Very truly yours,

Forrest Cooper
State Highway Engineer

TWL:ss lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attention: T. W. Litchfield)
C. H. Maison
H. S. Cox
A. F. Parson

FORM S-90 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1968

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
BUILDING

SUBJECT: Construction Agreement
Union Pacific Railroad Company
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Contract No. 6729

Herewith you will find triplicate counterparts of the construction agreement with the Union Pacific Railroad Company for the above captioned project.

This agreement follows the usual form as prepared by the Union Pacific Railroad Company and provides for the State to reimburse the Railroad for all their expenses as required by this project. This includes the temporary and permanent adjustments of signal and communication lines, the installation of a grade crossing for the Hindman County Road, the rearrangement of Railroad right of way fences, protection of their track at Nelson Point and for Railroad protective work. The estimated total cost of this work is $57,345. In addition the Railroad will grant to the State easements for the construction of the highway and Hindman County Road. All of the work covered by this agreement has been completed except for the permanent restoration of signal and communication lines.

The contract was completed on June 14, 1967. We received the triplicate counterparts of the Railroad's agreement on April 10, 1968. Baker County has just recently executed the triplicate counterparts of the agreement and it has been approved by the State's Legal, Bridge and Construction Divisions and by the Bureau of Public Roads. We now submit the document to you for your approval and request that it be placed on the agenda for the Commission meeting of December 17, 1968.

You will also find attached duplicate counterparts of a deed granting the Railroad fee title to two parcels of highway right of way located on each side of theOxman Undercrossing on which Railroad signal line anchors presently are located. The execution of this deed is necessary because the BPR does not allow utility line encroachments on Interstate right of way. This parcel is shown on Exhibit A-3 of the Construction Agreement.

After the Highway Commission has executed the triplicate counterparts of the Construction Agreement and the duplicate counterparts of the deed, they should be sent to Mr. Jack L. Sollis for further handling with the Railroad.

RECEIVED
NOV 13 1968
OFFICE OF

F. D. Morgan
Construction Engineer
By: R. W. Litchfield
T. W. Litchfield

TWL:ss
Enclosure

RECEIVED
68
10/24

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

I-80N-7(43)180
6729

October 25, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Final Billing for Railroad Work
Oxman-Bubbe Ranch Section
Old Oregon Trail Highway
Baker County
Contract No. 6729
YOUR FILE: D 9416-32-1

Gentlemen:

Your letter of October 23, 1968 to Mr. C. H. Maison has been referred to this office for reply.

All future adjustments to your facilities at Nelson Point will be eligible for reimbursement under the terms of the agreement covering the Nelson Point Railroad Shoofly Section transmitted with your letters of March 22, July 19 and October 17, 1968. This agreement will be presented to the Highway Commission for their consideration at their meeting of November 12, 1968.

If you will prepare a final bill and close out your work order #70788 to date it will permit determination of protective costs and release of the balance of $35,000 which was withheld from the State's contractor. A final bill will also permit release of $10,284.87 in Railroad funds being held pending audit.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
cc: F. B. Klaboe
C. H. Maison
A. F. Parson
L. V. Blickenstaff
H. M. Fillmore

RECEIVED
OCT 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 3 - 1968
FOR FILING

I-5N-7(15)230

6129

July 2, 1968

Mr. W. Ray Rogers, President
Rogers Construction Company
Post Office Box 16537
Portland, Oregon 97216

Dear Mr. Rogers:

Re: Oxman-Bubbs Ranch-Nelson Point
Interstate 80N

During your meeting with Mr. Cooper this morning, you brought up the question of our holding $35,000 on this contract in order to cover railroad bills chargeable to you.

I have checked into this matter and find that we have already verified railroad expenses in the amount of $29,700 and that there will be further charges forwarded in the near future. This, therefore, leaves only $5,300 in the account to cover these further charges.

As of this date, we do not know whether the $5,300 will be sufficient but, if not, we will advise you of the additional amount required or refund to you the difference as soon as we have received the railroad's final billing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
L. H. Young
C. H. Maison
F. D. Morgan
A. F. Parson

RECEIVED
APR 29 1968

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(15)320
6729

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE, Salem, Oregon 97301

DATE: April 23, 1968

In reply refer to: 08-35.DA-3

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
F. B. KLABOE

SUBJECT: Oregon Project I-80N-7(15)320
Cxman-Bubbs Ranch Section
Old Oregon Trail Highway
Railroad Agreement

Reference is made to Mr. T. W. Litchfield's April 15, 1968 letter and his attached proposed railroad agreement.

The proposed railroad agreement with the Union Pacific Railroad Co. is satisfactory except for the lack of a provision regarding access control. This provision must be included before we can approve the agreement, or authorize the payment of Federal funds.

Our recent memorandum on Troutdale to The Dalles Section denied additional emergency locked gates, however, we can see no reason why the State and the Railroad cannot agree on measures to be taken to assure the Railroad necessary access to any area of their right of way adjacent to the freeway in case of an extreme emergency as provided in condition #10 of "The AASHO policy on Access Between Adjacent Railroads and Interstate Highways", dated 1960. Perhaps a mutually agreeable definition of the emergency use and restrictions thereto could be developed around this condition #10, and resolve the access problem.

Litchfield
Young
Sallis 4-25-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MEMO TO FILES
October 23, 1967

Oxman-Bubbs Ranch Section
Old Oregon Trail, Baker County

In reviewing the agreement for the Oxman-Bubbs Ranch Section of the Old Oregon Trail, State Primary Highway No. 6, it has been found that the usual and customary stipulation to bring those sections of highway that are to be abandoned to a satisfactory condition has been omitted.

This agreement was prepared by the County & City Division, was signed by Baker County and approved by the Highway Commission August 23, 1965.

Completion of construction of the Oxman-Bubbs Ranch Section was accomplished July 14, 1967. Baker County's roadmaster had knowledge that the Baker County Court had agreed to take over the old original section of aforementioned highway, so in the spring of 1967 and also in September of 1967 he had a County crew of two men hand patching on this section. This crew spent an approximate total of two weeks doing this patching work. Equipment used was one truck and one kettle. They were only concerned with patching actual holes that were through the existing oil mat.

The above information regarding County work was obtained from Durward Best, Baker County Roadmaster, while on an inspection trip October 18, 1967, on subject section of highway. Attached to this report are nine pictures taken October 18, 1967, with the location noted on the back of each print.

Division V has evidently taken the agreement at face value so that little, if any, repair was made by State prior to the abandonment resolution. I would hasten to add that the first error lies with County & City Division in drafting the agreement, and it is in the interest of correcting this error that I would sincerely recommend that the department re-evaluate its decision and bring this section of abandonment to a mutually satisfactory condition to both Baker County and the State. I would believe that the above recommendation is necessary that the department be above moral reproach.

In discussing this with Scott Coulter, Assistant Division Engineer, he brought up the subject of the cost of doing the necessary corrective work. He advised that Division V is already in the red with its maintenance funds and just doesn't have any monies to spare. Since the cost of bringing this old road into a condition acceptable by the County is part of the over-all cost of completing this section of the freeway, they believe that these costs should not have to be borne by their overtaxed maintenance budget but rather from some other source, possibly State construction funds since work of this type would not appear to be eligible for Federal participation.

RECEIVED
OCT 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO FILES
October 23, 1967 (Oxman-Bubbs Ranch Section)

As a practical thing, it is too late this year to go in and properly patch this section of highway. It is my recommendation that the department agree to reimburse Baker County their costs to date in what patching work they have performed and that next spring the State do the necessary work to bring this section into a reasonable condition as discussed above.

H. S. Cox
County and City Engineer

HSC:mm

cc: A. F. Parson

RECEIVED
OCT 9 - 1967
FOR FILING

I-8(11)-7(15)320

6729

October 3, 1967

The Fidelity and Casualty
Company of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A third post-final payment for $9,336.70 will be made to Rogers Construction, Inc., on Contract No. 6729 for grading, paving, structures, and signing on the Cowan-Bubbs Ranch Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,707,043.63 including the post-final payment. Of the total $166,345.17 is for force account work. We are retaining $35,000.00 to cover estimated railroad billings.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Read, Assistant Secretary

fkm

cc Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon 97204

Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
SEP 12 1967
FOR FILING

I-80N-7(15)320
6729

September 12, 1967

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A second post-final payment for $42,600 will be made to Rogers Construction, Inc., on Contract No. 6729 for grading, paving, structures, and signing on the Cowan-Bubbs Ranch Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,697,706.93 including the post-final payment. Of the total $166,345.17 is for forces account work. We are retaining $35,000 for railroad flagging charges on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon 97204

C. H. Maison
Attn: John Herr

RECEIVED
SEP 19 1967
FOR FILING

I-80N-7(15)320

6729

August 29, 1967

#8

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6729 on the Oxman-Bubbs Ranch Section of the Old Oregon Trail in Baker County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date to June 14, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc A. F. Parsons

L. V. Blickenstaff
L. H. Young
F. D. Morgan
C. H. Maison

Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 22, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320, Oxman - Bubbs Ranch Section
Old Oregon Trail Highway
Time Extension Request
(Mr. Klaboe's August 14, 1967 letter)

Based on our previous correspondence concerning the contract time used on this project and the reasons given in Mr. Klaboe's letter, we concur in the time extension from January 23, 1967 to June 14, 1967.

copies to
Morgan
Young
Maison
8-24-67

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1967

SUBJECT: Extension of Time
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Rogers Construction, Inc., contractor on the subject contract, the attached request for an extension of the extended completion date from January 23, to June 14, 1967. The contractor's request is based on a stop work order and additional work which could not be completed until the stop work order was rescinded.

Our letter of April 4, 1967, covered an earlier request and provided justification for 112 calendar days. The request was based on a late award, a delay in moving communication lines, sub-excavation at a box culvert and force account work at Nelson Point. The Highway Commission approved an extension to January 23, at their meeting on June 8, 1967. This covered 85 of the previously mentioned 112 calendar days, leaving a balance of 27 days.

A resume work order was issued on May 25, and the contract was completed on June 14, 1967. This represents 21 days and is within the previously justified 27 days beyond January 23. We believe an extension to June 14, 1967, is justified. This will eliminate all liquidated damages.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that an extension for the stop work time and the time necessary to complete the project is justified.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FOR FILING
SEP 1 - 1967

C

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION
August 29, 1967
Construction Division Federal-Aid Contracts

I-80N-7(15)320
Agenda No. 6724
3g

	Contract No.	Section	Days	Amount	BPR Participation
6	6862	"Q" St. Interchange - 15th St.	18	$1350	All
7	6755	Wilsonville S.R.A.	45	4500	"
8	6729	Oxman-Bubbs Ranch	21 1)*	6300	"

1) Plus ordered "stop work" 1-23-67 to 5-25-67

*Extension covers all time to actual completion, leaving no retained liquidated damages.

JAB:ss
8/31/67

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. A. Bond

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 28 1967
FOR FILING
I-80N-7(15)320
6729

August 25, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 8
August 29, 1967 meeting

Gentlemen:

Rogers Construction, Inc., contractor on the Oxman-Dubbs Ranch Section of the Old Oregon Trail (I-80N) in Baker County, Contract No. 6729, has requested an extension of the modified completion date from January 23 to June 14, 1967.

At your meeting on June 8, 1967, you granted an extension to January 23, 1967, based on a late award, a delay in moving communication lines, subexcavation at a box culvert, and force account work. These reasons justified 112 calendar days although only 65 were necessary to extend it to January 23.

A stop work order was in effect from January 23 to May 25, 1967, and an extension for this period is justified. The contract was completed on June 14, 1967, which is 21 days additional and is within the previously justified time not used to extend the completion date.

I recommend that the specified completion date be extended to June 14, 1967. This will eliminate all liquidated damages. Approval of the Bureau of Public Roads has been secured.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

Enc.

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6729 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Oxman-Bubbs Ranch

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Granted as per reasons given in correspondence between the Highway Department and B.P.R. dated April 5, 1967 and May 16, 1967.

Delay in award of contract, delay in availability of work areas on railroad property, addition of sub-excavation at box culvert, scale work performed at Nelson Point and stop work period.

Recommended for Approval:

H. S. Coulter

Division Engineer

Dick L. Bird for

Construction Engineer or Bridge Engineer

J. B. Kloberdanz

Assistant State Highway Engineer

Contract No. 6729

Project designation I-80N-7(15)320 State-Federal

Date awarded October 22, 1965

Work started October 25, 1965

Per cent completed 100 June 14, 1967 Date

Specified completion date 1/23/67

~~No. of Working Days Allowed~~

~~No. of Working Days Used~~

Request Extension to June 14, 1967

~~No. of Added Working Days Requested~~

E—320 (Rev.)—5M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date July 28, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ XXX thru June 14, 1967 ~~XXXXXX~~ ~~days~~ XXX, within which to complete our Contract No. 6729, without the assessment of liquidated damages. The said contract is described as follows:

Orman - Bubbs Ranch Section Old Oregon Trail Highway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: This Job was on a calendar date completion of January 23, 1967, at which time a stop work order was issued. Additional work was required, but could not be commenced until May 25, 1967 when a resume work order was issued. Work was completed June 14, 1967, which has extended the calendar date for completion - 142 days from January 23, 1967.

We have attached a copy of a letter from L. V. Blickenstaff, Res. Engr., dated July 27, 1967, which may help clarify this request.

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By Chas R. McDaniel

CONSENT OF SURETY

Date July 28, 1967

We, THE FIDELITY AND CASUALTY COMPANY OF NEW YORK,
NEW YORK, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. C. Bent
Attorney-in-fact

R.C. BENT R. C. Bent (SEAL)
Resident Agent

RECEIVED
AUG 15 1967
FOR FILING

I-80N-7(15)320
6729

August 14, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Oxman-Bubbs Ranch Section, Old Oregon Trail Highway, Project No. I-80N-7(15)370 - 320

We have received from Rogers Construction, Inc., contractor on the subject project, a request for an extension of the extended completion date from January 23 to June 14, 1967. Reference is made to previous correspondence dated April 5 and May 16, 1967, concerning this project.

This project was under a stop work order from January 23 to May 25, 1967, and an extension for this period is justified. The project was completed June 14, 1967. We believe an extension for this three-week period is justified based on our previous correspondence and further believe that these three weeks represent a reasonable time to complete the corrective paving work.

Your concurrence in an extension to June 14, 1967, is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nn srb

RECEIVED
AUG 1 - 1967
FOR FILING
I 80N-7(15)320
6727

July 31, 1967

The Fidelity and Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

A post-final payment for $1,896.46 will be made to Rogers Construction, Inc., on Contract No. 6729 for grading, paving, structures, and signing on the Ormsen-Bubbs Ranch Section of the Old Oregon Trail in Baker County as soon as the warrant is prepared.

The total amount paid on this contract will be $3,655,106.93 including the post-final payment. Of the total $166,345.17 is for force account work. We are retaining $35,000.00 for railroad charges.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction, Inc.
11760 N.E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon 97204
John Herr

RECEIVED
JUL 20 1967
FOR FILING

I-8(4)-7(15)232
6729

July 20, 1967

The Fidelity & Casualty Co. of N.Y.
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 6729 awarded to Rogers Construction, Inc., for grading, paving, structures, and signing on the Oxman-Bubbs Ranch Section of the Old Oregon Trail in Baker County was completed on June 14, 1967, and accepted by the Highway Commission on July 18, 1967.

Final payment in the amount of $122,414.89 will be released to the contractor after July 27, 1967. The total contract amount is $3,653,210.47 including $166,345.17 for work performed under force account. We are retaining $35,000.00 to cover United Pacific Railroad billing.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carlo, Inc.
1010 Wilcox Building
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 24 1967
FOR FILING

6729

July 18, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 14, 1967, on Contract No. 6729. The contract was Rogers Construction, Inc. and was for grading, paving, structures and signing on the Cusma-Bubbs Ranch Section of the Old Oregon Trail (I-SCW) in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 18, 1967.

This matter will be on the agenda for confirmation at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
A. F. Parson

SRB:cp

RECEIVED
JUN 20 1967

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Fred W. Hill, Member
Helix
I-80N-7(15)320
6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on June 14, 1967, on Contract No. 6729, Oxman-Bubbs Ranch Section, in Baker County, in connection with Federal-Aid Project No. I-80N-7(15)320.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 6-26-67

Conditions noted on above date:

None

RWP

to: Forrest Cooper
L. H. Young

Rec'd by Young 6-29-67

A. W. Parsons
Division Engineer

By: T. Dec
T. Dec
Engineering Coordinator

NOTED
F. B. KLABOE

RECEIVED
JUN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Oxman-Bubbs Ranch		WEEK ENDING: June 16, 1967
		SECTION PREFIX: 601-1058
HIGHWAY: Old Oregon Trail		COUNTY: Baker
NAME OF JOB: Oxman-Bubbs Ranch Section	KIND OF WORK: Grading, Paving, Structures & Signing	
CONTRACTOR: Rogers Construction, Inc.	CONTRACT NUMBER: 6729	FEDERAL AID PROJECT NUMBER: I-80N-7(15)320
DATE OF CONTRACT: October 22, 1965	DATE WORK STARTED: October 25, 1965	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK. MEN: 6 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $4,329,776.13	SPECIFIED COMPLETION DATE: October 30, 1966	PERCENT OF TIME ELAPSED: 129
EXCLUSIVE OF ENGINEERING: $4,021,880.94	ENGINEERING AUTHORIZATION: $307,895.19	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $3,917,627.31	ENGINEERING COST TO DATE: $317,956.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98
ESTIMATED PERCENT OVERRUN / UNDERRUN: under 2.3 %	PERCENT OF AUTHORIZATION: 103 %	DATE PROJECT WAS COMPLETED: June 15, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD	Structures	Signing
100	100	100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~BASE~~ OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	6.04	6.04		6.04	6.04
MILES PARTIALLY COMPLETED					
MILES COMPLETED	6.04	6.04		6.04	6.04
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,698,000	426,500		34,900	50,800
TOTAL QUANTITIES CORRECTED TO DATE	2,408,465	404,200		33,575	53,246.45
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,408,465	404,200		33,575	53,246.45
AVERAGE DAILY QUANTITIES					40
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		This project is overtime.			
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Paving plant, 2 trucks, 1 blade, 1 roller

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	704A Oxman	9475 Hooker Ranch	9475A	9485 Hindman Rd.	7987 Pritchard Cr.	7987A	9044 Durkee Interchange	9044A
PERCENT	100	100	100	100	100	100	100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Showers			
TUESDAY	Mostly Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Baker Redi-Mix patching pavement on WB lanes. Paving plant broke down.
TUESDAY	No patching today. Some cleanup on shoulders.
WEDNESDAY	Baker Redi-Mix finished patching today.
THURSDAY	Shoulder cleanup finished today. USBPR final inspection today. Project finished today.
FRIDAY	
SATURDAY	

REMARKS

This project is now complete. The semi-final estimate has been submitted. The quantities of material used in the patching will be submitted as soon as possible. There remains the checking and reconciling the billing which Rogers Const., Inc. submitted on EWO #11. This billing was submitted ~~xx~~ to me on May 12, 1967.

FINAL REPORT.

SIGNED J. V. Blickenstaff LOCATION Baker

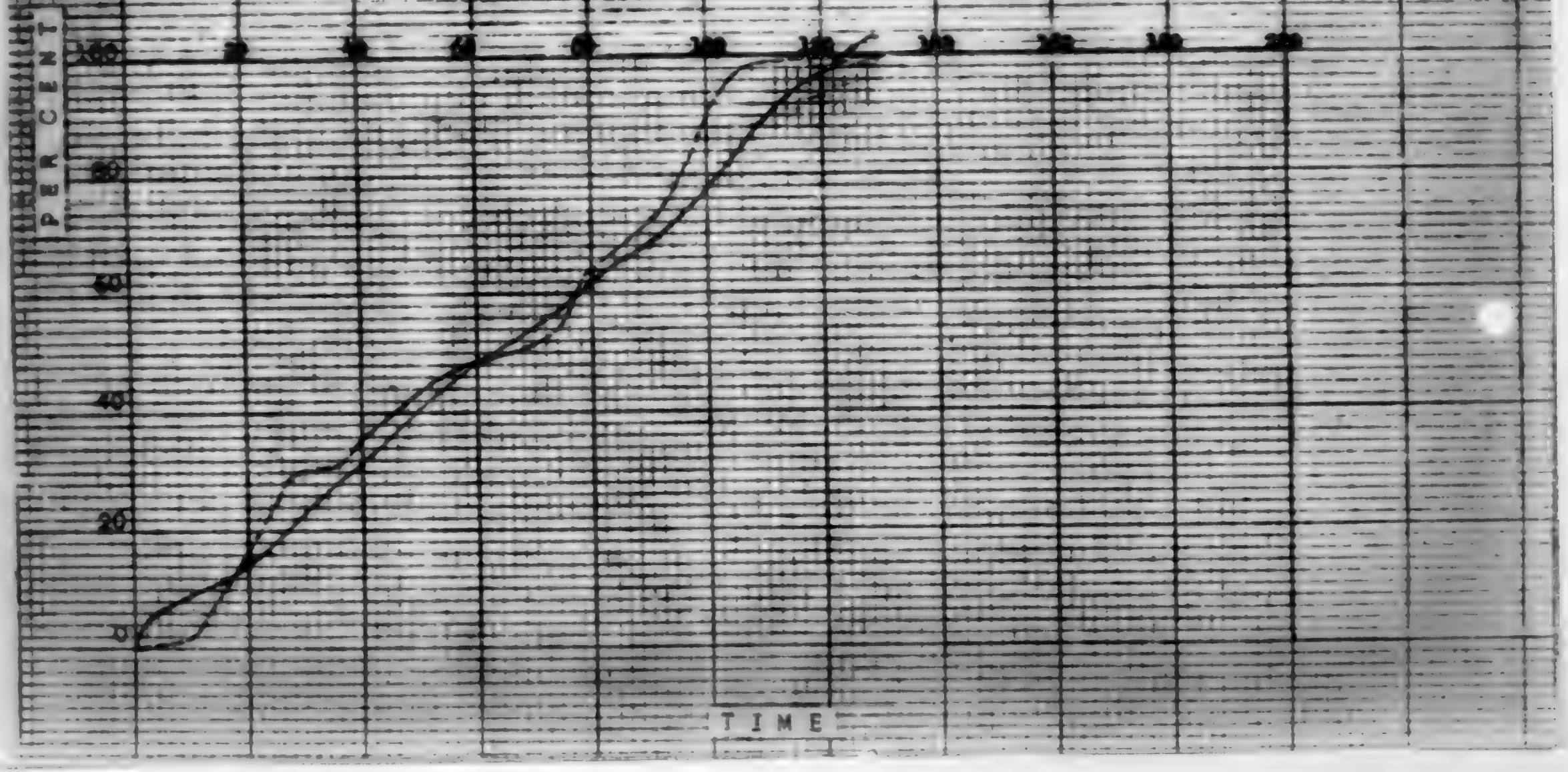
PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Section Comm - Bobbie Branch
Highway Old Oregon Trail
Contract No. 6969
F.A. Proj. No. I-[illegible]-7(15)[illegible] June 16 1967

Contract Completed _____

Engineering Expended _____



RECEIVED
JUL 27 1967
FOR FILING

I-80N-7(5)320
6729

June 6, 1967

3

1652

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6729 for work on the Orman-Bubbs Ranch Section of the Old Oregon Trail in Baker County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to January 23, 1967.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc A.F. Parsen
L.V. Blickenstaff
L. H. Young
F.D. Morgan
C.H. Maison
Bureau of Public Roads

Form E-49—30M

TABULATION SHEET

OREGON STATE HIGHWAY DEPARTMENT

SHEET ..... OF ..... SHEETS

Oxman - Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

				Material Excavated	Material Remaining
		12-31-65 — RR work specified to be done		1,270,500	1,169,500
1966 Jan.					
Feb.					
Mar.					
Apr.		4-24-66 — RR work area available		2,200,000	239,500
May					
June					
July					
Aug.					
Sept.					
Oct.		10-30-66 — Specified Compl.		2,420,000	20,000
Nov.		11-23-66 — Nelson Point work compl.		2,440,000	0
Dec.					

304 days

304 − 212 = 92

212 days

116 days

Original Contract Excavation 2,713,670

Final Excavation 2,440,000

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U S DEPARTMENT OF TRANSPORTATION
F[illegible]ERAL H GHWAY ADMINISTRATION
[redacted]
[redacted]
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr
Salem, Oregon

DATE: May 19, 1967

08-35-DA

NOTED
F. B. KLABOE

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(15)370
Old Oregon Trail Highway
Oxman - Bubbs Ranch Section
Request for Time Extension

Reference is made to Mr. Klaboe's letter of May 16, 1967 concerning the above subject.

Mr. Klaboe's letter states the contractor is entitled to a 165-day time extension. We have not received the information requested in our May 3, 1967 memorandum showing how the contractor's operations were effected by the delays so we cannot concur in a time extention of 165 days at this time; however, we believe a time extension in excess of 85 days is justified so we concur in a time extension of 85 days plus a reasonable time to complete the corrective paving work at this time. This concurrence is made with the reservation that adequate funds will be withheld to cover the costs of performing the corrective work.

5-23-67

cc Mason
Morgan
Young

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1967

SUBJECT: Extension of Time
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract No. 6729

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Rogers Construction Company, Inc., contractor on the subject contract, for an extension of the specified completion date from October 30, 1966, to March 25, 1967. This request was made November 9, 1966, prior to the issuance of a shut down order. The contractor's request is based on a delay in award of the contract, a delay in availability of work areas on railroad property and the addition of subexcavation at the site of a box culvert.

Bids for this project were received on September 24, 1965, and the contract was mailed October 26, 1965. This represents a lapse of 32 days and justifies an extension of 12 calendar days.

Revision Letter No. 2 to the Special Provisions dated September 15, 1965, stated that entry onto railroad property would be restricted until December 31, 1965. Delay in moving communication lines made complete availability of the railroad property later than this. Pritchard Creek area (Station 1100 to 1115) was available March 15. Nelson Point area (Station 1415 to 1426) was available April 26. This longer delay, beyond that anticipated by the revision letter, amounts to 116 calendar days. During this time period the contractor accomplished approximately 29% of his contract work and because of this concurrent work, the determination of actual delay to the overall project is obscured. Undoubtedly some extension is due. We recommend 1/3 of this time, or 39 days. The exact days assigned to this reason are academic, as sufficient time to delete all penalty on this project is more than justified.

The subexcavation involved in connection with the box culvert at Station "EB" 1212+84 (Durkee Creek) did inconvenience the grading operations and changed the sequence of other structural work. The grading was affected to a small degree because the fill over the box could not be made in expected sequence.

The plan excavation was complete November 23, 1965. Time consumed in making the arrangements for the over-excavation and then doing it, and the placing of the foundation backfill, extended to

January 4, 1966. This is an elapsed period of 42 days. Here again, a somewhat arbitrary figure must be assigned to the delay. We recommend 10 days (which is what the resident engineer recommended).

Extra Work Order No. 13 was issued to perform scaling work on Nelson Point after it was determined that the rock slope immediately above and adjacent to the existing highway exhibited a tendency to spall, endangering traffic below. Work on this Extra Work Order commenced on November 21, and continued until the work was completed on January 23, 1967. A shut down order was issued effective January 24, and still is in effect as the only work remaining is some pavement patching.

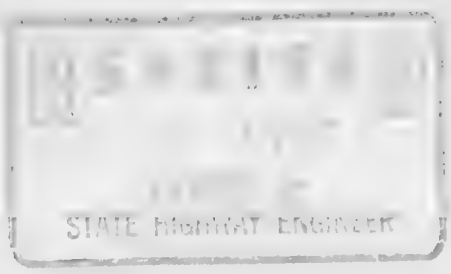
Only minor work, finishing regular contract items, was performed after November 21, and these items were all complete (except the pavement patching) by December 16, 1966. Two factors should be considered here: 1) Since the contractor was held on the job for the scaling work anyway, there was no particular pressure to expedite the other work and 2) Other delays discussed above had carried the job completion into poorer weather which slowed progress on the last items. Therefore, we recommend extension for 1/2 the time from November 21, through December 16, or 13 days, plus all the time from December 16, through January 23, another 38 days.

The original completion date for this project was October 30, 1966. As noted above, a shut down order has been in effect since January 24, 1967. The reasons listed above justify an extension of 112 calendar days. Between the original completion date and the shut down order, 85 penalty days have accrued.

We believe an extension of remaining calendar days following a resume work order will also be in order when work is resumed. For the present, we recommend that the specified completion date be extended to January 23, 1967, with consideration for additional time to be deferred until the project is completed. This will eliminate the $25,500 in liquidated damages presently charged against this contract.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that at least part of our reasons for granting an extension are valid and will recommend concurrence when the request is forwarded to BPR.

Rough drafts of letters to the BPR and the Highway Commission are attached.



F. D. MORGAN,
Construction Engineer

By G. L. Decker
G. L. DECKER,
Asst. Construction Engineer

GLD-JAB:DES:nn
Encs.
cc: L. H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6729 Contractor Rogers Construction, Inc.

Highway Old Oregon Trail

Section Oxman-B ubbs Ranch

Kind of Work Grading, Paving, Structures & Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

~~As per attached letter of transmittal, recommend granting sufficient time to allow completion of work in spring without assessment of liquidated damages.~~

Delay in award of contract, delay in availability of work areas on railroad property, addition of subexcavation at a box culvert site and scaling work performed at Nelson Point, justify an extension of 112 calendar days.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 6729

Project designation I-80N-7(15)320 (State-Federal)

Date awarded October 22, 1965

Work started October 25, 1965

Per cent completed 99% 3-31-67 (Date)

Expiration date

No. of Workdays Allowed 10-30-66

~~No. of Workdays Used~~

Request Extension to Jan. 23, 1967

~~No. of Added Workdays Requested~~

E—330 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....November 9...., 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays, ~~from~~ ....146.... days to 3/25/67 ~~date~~, within which to complete our Contract No. ..6729....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached.

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By Chas R Rogers

CONSENT OF SURETY

Date ....November 9...., 19.66

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred R Fisher
Attorney-in-fact
PALLETT, FISHER & CARLO, INC.

By Fred R Fisher
Resident Agent

(SEAL)

ROGERS CONSTRUCTION, INC.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

November 9, 1966

Oregon State Highway Department
Mr. L. V. Blickenstaff
Resident Engineer
P. O. Box 269
Baker, Oregon

RE: Time Extension Contract 6729
Oxman-Bubbs Ranch Section

Dear Mr. Blickenstaff:

Herewith, we respectfully submit data and resume of our reasons for making formal request for "Extension of Time" of 146 days on above named contract.

I. Late Submission of the Contract Documents:

A. Letter dated Jan. 17, 1966 - L. V. Blickenstaff to Rogers Construction Inc. (Will consider request for time.)

B. Letter dated Jan. 24, 1966 - Chas. McInroe to L. V. Blickenstaff. (Asks 8 days extension.)

C. Letter dated Feb. 28, 1966 - L. V. Blickenstaff to Rogers Construction, Inc. (Will consider when formal request is made.)

Time extension requested - 8 days.

II. Restricted Entry on Railroad Property after Dec. 30, 1965.

D. Engineer's Memo dated Dec. 31, 1965 2 P.M. - L. V. Blickenstaff to Rogers Construction, Inc. (Restriction extended indefinately.)

E. Letter dated Jan. 5, 1966 - L. V. Blickenstaff to Rogers Construction, Inc. (Restriction lifted.)

F. Letter dated Jan. 28, 1966 - L. V. Blickenstaff to Rogers Construction, Inc. (No materials available prior to April 1, 1966. Restriction extended.)

G. Letter dated Jan. 31, 1966 - Rogers Construction, Inc. to L. V. Blickenstaff. (Time extension will be asked for.)

H. Letter dated April 26, 1966 - L. V. Blickenstaff to Rogers Construction, Inc. (Notice to proceed.)

ROGERS CONSTRUCTION, INC.
General Road Contractors

11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

Time extension requested - December 31, 1965 to April 26, 1966 - 116 days.

III. Box Culvert at Sta. "EB" 1212+84.47

I - Letter dated Jan. 31, 1966 - Chas. R. McInroe to L. V. Blickenstaff
(Extra Excavation.)

Time extension requested - 22 days.

We trust that this information will be of value in support of our request.

Very truly yours,

ROGERS CONSTRUCTION, INC.

Chas. R. McInroe

cc: A. F. Parsons
LaGrande, Oregon

RECEIVED
JUN 15 1967

6729

TIME EXTENSIONS APPROVED BY HIGHWAY COMMISSION 6-8-67

Construction Division Federal-aid Contracts

Agenda No. 3g	Contract No.	Section	Extension Granted Penalty Days	Amount	B.P.R. Participation
3	6729	Oxman-Bubbs Ranch	85(1)	$25,500	All
9	6519	Glendale Jct.-Coyote Cr.	(2)	-	All

(1) Project not completed. A second request for extension to be submitted when small amount of work remaining is completed after stop work order effective 1-23-67 is lifted.

(2) Extension granted for ordered "stop work" period only 12-8-66 to 3-6-67. A second request for extension concerning 71 days and $21,300 liquidated damages remaining will be considered later.

JAB:ss
6-13-67

cc: F. B. Klaboe
L. H. Young
C. H. Maison
J. A. Bond

RECEIVED
JUN 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1967
FOR FILING
J 8411-7(15) 31 C
Fred W. Hill, Member
Helix 6/1/7

May 25, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 3
June 8, 1967 meeting

Gentlemen:

Rogers Construction Company, Inc., contractor on the Oxman-Subbe Ranch Section of the Old Oregon Trail (I-80N) in Baker County, Contract 6729, requests an extension of the specified completion date from October 30, 1966, to March 25, 1967. The contractor's request is based on a delay in award of the contract, a delay in availability of work areas on Railroad property, and the addition of sub-excavation in connection with a box culvert.

There was a delay of 32 days between the date bids were received and the date the contract mailed, which justifies an extension of 12 calendar days.

The contractor had been advised by the Special Provisions that entry onto Railroad property would be restricted for a definite period of time. A delay in moving communication lines caused complete availability of the Railroad property to be delayed for a period of 116 calendar days. During this period, the contractor accomplished approximately 29 percent of his work and we recommend that one-third of this time, or 39 calendar days, be granted.

Additional subexcavation for a box culvert was required. A delay occurred in determining the proper method of handling this work. This work was performed while other concurrent work was in progress. The subexcavation constituted approximately 25 percent of the contractor's efforts and we recommend an extension of 10 calendar days.

The rock slope at Nelson Point immediately above the existing highway exhibited a tendency to spall, endangering traffic. Scaling work was required to correct this condition

and this was accomplished by an Extra Work Order. The work was performed between November 21, 1966, and January 23, 1967. Because the contractor had other minor contract work in progress during the first 26 days, we recommend one-half of this time be allowed and all of the remaining 38 days.

The original completion date on this project was October 30, 1966. A stop work order was issued January 24, 1967. The only work remaining to be done is some minor pavement patching which cannot be accomplished until suitable weather conditions permit. The reasons listed above justify 112 calendar days. To date, 85 penalty days have accrued.

I recommend that the specified completion date be extended to January 23, 1967. This will eliminate all liquidated damages presently charged against this contract. There will be an additional request to be considered later when work is resumed and the minor remaining work is completed. This is a Federal Aid Interstate project and we have the Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

JAB:DSS:nn jw

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. [redacted] Contractor [redacted]

Highway [redacted]

Section [redacted]

Kind of Work [redacted]

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] **GRANTED**. The reasons for such recommendation are as follows:

[redacted]

Delay in award of contract, delay in availability of work areas on railroad property, addition of subexcavation at a box culvert site and seeding work performed at Nelson Point justify an extension of 112 calendar days.

Recommended for Approval:

H. S. Coulter
Division Engineer

S. T. Neuberger
Construction Engineer or Bridge Engineer

B. Kaber
State Highway Engineer

Contract No. [redacted]

Project designation [redacted]
State-Federal

Date awarded [redacted]

Work started [redacted] 3-31-67

Per cent completed [redacted]
Date

No. of Workdays Allowed [redacted] 10-30-66

[redacted]d

Request Extension to Jan. 23, 1967

No. of Add[redacted]

E—329 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date November 9, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays, ~~from~~ 146 days to 3/25/67 ~~[illegible]~~, within which to complete our Contract No. 6729, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Letter Attached.

Respectfully submitted,

ROGERS CONSTRUCTION, INC.
Contractor

By Chas Rogers

CONSENT OF SURETY

Date November 9, 19 66

We, FIDELITY AND CASUALTY COMPANY OF NEW YORK

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Ford R. Fisher
Attorney-in-fact
PALLETT, FISHER & CARLO, INC.

BY Ford R. Fisher
Resident ~~PRESIDENT~~ AGENT

(SEAL)

RECEIVED
MAY 17 1967
FOR FILING

May 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Request for Time Extension
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Project I-80N-7(15)320

Dear Sir:

Reference is made to my April 5 letter and your reply of May 3 concerning this time extension. You deferred action pending further information.

Our reasons for granting an extension of time remain the same as set forth in my April 5 letter. We have reviewed the facts pertaining to this project and offer the following additional information relating to the delay caused by the late availability of railroad property work areas:

As stated, Revision Letter No. 2 to the Special Provisions indicated that entry onto railroad property would be restricted until December 31, 1965. At that time, the contractor still had 304 calendar days remaining on the original contract time. Because of a delay in moving communication lines, the contractor was not permitted to commence work in the Nelson Point area until April 26, 1966.

The excavation work at Nelson Point required an entirely separate type of operation from the other contract excavation work. The Nelson Point work was entirely a truck and shovel show, while the rest of the project's excavation was handled by scrapers. If the railroad delay had not occurred, the contractor could have and would have performed both types of excavation concurrently. The railroad delay forced the contractor to perform these two types of excavation in sequence. The contractor completed the planned excavation at Nelson Point on November 23, 1966. Virtually all of the other excavation had been completed prior to the specified completion date. During the 212 calendar-day period between the date the Nelson Point area became available and November 23, the contractor

RECEIVED
MAY 17 1967
FOR FILING

I-84-7(15)320
6/27

May 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Re: Request for Time Extension
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Project I-80N-7(15)320

Dear Sir:

Reference is made to my April 5 letter and your reply of May 3 concerning this time extension. You deferred action pending further information.

Our reasons for granting an extension of time remain the same as set forth in my April 5 letter. We have reviewed the facts pertaining to this project and offer the following additional information relating to the delay caused by the late availability of railroad property work areas:

As stated, Revision Letter No. 2 to the Special Provisions indicated that entry onto railroad property would be restricted until December 31, 1965. At that time, the contractor still had 304 calendar days remaining on the original contract time. Because of a delay in moving communication lines, the contractor was not permitted to commence work in the Nelson Point area until April 26, 1966.

The excavation work at Nelson Point required an entirely separate type of operation from the other contract excavation work. The Nelson Point work was entirely a truck and shovel show, while the rest of the project's excavation was handled by scrapers. If the railroad delay had not occurred, the contractor could have and would have performed both types of excavation concurrently. The railroad delay forced the contractor to perform these two types of excavation in sequence. The contractor completed the planned excavation at Nelson Point on November 23, 1966. Virtually all of the other excavation had been completed prior to the specified completion date. During the 212 calendar-day period between the date the Nelson Point area became available and November 23, the contractor

completed all of the revised plan excavation in the Nelson Point area. This is actually 92 days less than what would have been available if the railroad delay had not occurred. This exceeds the 39 days recommended for the railroad delay in my earlier letter by 53 days. The total number of days which we feel can be justified based on all four reasons now amounts to 165.

My earlier letter approached the time extension on the basis that the actual delay occasioned by the railroad work could be applied at the end of the specified completion date. This presentation approaches the problem by relating the actual time required to perform the separate work at Nelson Point to the original specified completion date. I believe either approach is valid and at any rate more than justifies the time required to eliminate the liquidated damages which have accrued.

When the stop work order was issued in January, 1967, $25,500 in liquidated damages had been assessed. The contractor has made a bona fide request for an extension which we believe to be justified. It is not realistic to retain this much liquidated damages for an indefinite period when valid reasons for granting an extension of time exist. Because the project is under a stop work order and the contract had a specified completion date, a second extension of time will be required later to cover this period. In addition, some, as yet undetermined, time will be required to perform the remaining pavement patching work. The reasons given above and in my earlier letter justify 165 calendar days of which 85 are needed to eliminate the liquidated damages that have accrued. The remaining 80 days should apply to the time required to perform the remaining work when weather conditions permit.

We again request your concurrence in an extension of time to January 23, 1967, with consideration for additional time to be deferred until the project is completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

DES:nn srb

RECEIVED
MAY 16 1967
FOR FILE

I-80N-7(15)320

6729

May 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Mr. Parsons:

In accordance with Mr. Anders' memorandum received by our Chief Counsel, Mr. George Rohde, on May 11, 1967, this office herewith resubmits for your approval Extra Work Order No. 9 covering furnishing and installing 24-inch corrugated steel pipe to be used for conduit at Station 1274+50 on the Gaman-Dibbe Ranch Section, Contract 6729, Project No. I-80N-7(15)320.

Your letter of August 3, 1966, indicated a retroactive approval date of June 13, 1966, contingent upon suitable justification of settlement of the Shook-McCullough property, File #86093.

Formal approval of the work on that date is herewith requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosures

VG:ia

RECEIVED
MAY 10 1967

I-80N-7(15)320

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6/1/67

KLABOE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 3, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320
Oxman - Bubbs Ranch Section
Old Oregon Trail Highway
Request for Time Extension

We are deferring the action requested in Mr. Klaboe's April 5, 1967 letter pending further information on the basis of the recommended time extension.

A time extension of 49 days was recommended for loss of efficiency due to Items 2 and 3; yet during the period affected by these items, there was essentially no change in the differences between the percentage of work completed and contract time elapsed. It is realized that a comparison of the time elapsed and work completed is not always a true criteria to determine if the contractor was delayed, but when this comparison shows a favorable relationship, definite information should be obtained to show how the contractor's operations were affected.

NOTED
F. B. KLABOE

REFERRED TO
Morgan w/file
BY ASST. STATE HWY. ENGR.
R/P reply 1 wk

copies
Young
Maison
5-9-67

RECEIVED
MAY 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 6 - 1967
FOR FILING
I-80N-7(15)320
6729

April 5, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Request for Time Extension
Orman-Bubbs Ranch Section
Old Oregon Trail Highway
Project I-80N-7(15)320

Dear Sir:

We have received from Rogers Construction Company, Inc., contractor on the subject project, a request for an extension of the specified completion date from October 30, 1966, to March 25, 1967. This request was made prior to the issuance of a shutdown order and is based on a delay in award, a delay in availability of work areas on railroad property and additional subexcavation at a box culvert.

Bids for this project were received on September 24, 1965, and the contract was mailed October 26, 1965. This represents a lapse of 32 days and justifies an extension of 12 calendar days.

Revision Letter No. 2 to the Special Provisions dated September 15, 1965, stated that entry onto railroad property would be restricted until December 31, 1965. Delay in moving communication lines made complete availability of the railroad property later than this. The Pritchard Creek area (Station 1100 to 1115) was available March 15 and the Nelson Point area (Station 1415 to 1426) was available April 26. This longer delay, beyond that anticipated by the revision letter, amounts to 116 calendar days. During this time period, the contractor accomplished approximately 29 percent of his contract work and because of this concurrent work, the determination of actual delay to the overall project is obscured. Undoubtedly some extension is due. We recommend one-third of this time, or 39 days.

The subexcavation involved in connection with the box culvert at Station "BB" 1212+84 (Durkee Creek) did inconvenience the grading operations and changed the sequence of

other structural work. The grading was affected to a small degree because the fill over the box could not be made in expected sequence.

The plan excavation was complete November 23, 1965. Time consumed in making the arrangements for the over-excavation and then doing it, and the placing of the foundation backfill, extended to January 4, 1966. This is an elapsed period of 42 days. Because the contractor had other concurrent work in progress during this period which constituted approximately 25 percent of his effort, we believe an extension of 10 calendar days is justified.

Extra Work Order No. 13 was issued to perform scaling work on Nelson Point after it was determined that the rock slope immediately above and adjacent to the existing highway exhibited a tendency to spall, endangering traffic below. Work on this Extra Work Order commenced on November 21 and continued until the work was completed January 23, 1967. A shutdown order was issued effective January 24 and still is in effect as the only work remaining is some pavement patching.

Only minor work, finishing regular contract items (fencing, guardrail and pavement patching) was performed after November 21, and these items were all complete (except the pavement patching) by December 16. Two factors should be considered here: (1) Since the contractor was held on the job for the scaling work anyway, there was no particular pressure to expedite the other work; and (2) Other delays discussed above had carried the job completion into poorer weather which slowed progress on the last items. Therefore, we recommend extension for one-half the time from November 21 through December 16, or 13 days, plus all the time from December 16 through January 23, another 28 days.

The original completion date for this project was October 30, 1966. As noted above, a shutdown order has been in effect since January 24, 1967. The reasons listed above justify an extension of 112 calendar days. Between the original completion date and the shutdown order, 85 penalty days have accrued.

We believe an extension of remaining calendar days following a resume work order will also be in order when work is restarted. For the present, we recommend that the specified

completion date be extended to January 23, 1967, with consideration for additional time to be deferred until the project is completed.

Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabo
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
A. F. Parson

JAB:DES:nn srb

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

FEBRUARY 10, 1967

File Ref. D 9416 - 32 - 1

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
F. B. KLABOE

Atten: Mr. F. B. Klaboe,
Asst. State Highway Engineer

Dear Sir:

Oxman - Bubbs Ranch Section, Old Oregon
Trail Highway - State Contract No. 6729
Project I-80N-7(15)320

Kindly refer to your letter of February 1, replying to mine of November 23 relative to additional work required at the Pritchard Creek overcrossing site, constructed recently at Railroad Milepost 366.71 near Durkee under the above-captioned Interstate Highway project.

Wish to thank you for your consideration of our request and to confirm discussion between your Mr. John Walker and our Mr. Herald Durrant with respect to replacing the Railroad's offtrack maintenance road at this site.

We will arrange for construction of the road with Railroad equipment at State expense, as requested. However, as no equipment can be readily diverted to this job it will probably be 2 or 3 months before the work can be done. We will endeavor to notify you when our equipment is moving in on the job.

Yours very truly,

W. G. Johnson
JGD

cc:
Mr. T. W. Litchfield,
Utilities Liaison Engineer
Oregon State Highway Department
Salem, Oregon 97310

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Nelson

RECEIVED
FEB 13 1967
CONSTRUCTION DIVISION

RECEIVED
FEB 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1967
FOR FILING

I-80N-7(15)320
6729

February 1, 1967

Mr. W. G. Johnson
Superintendent, Oregon Division
Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

Dear Mr. Johnson:

Re: Additional Work at Pritchard Creek Overcrossing Unsan-Bubbs Ranch Section, Old Oregon Trail Highway, Baker County, Contract No. 6729, Project No. I-80N-7(15)320, Your File: D 9416-32-1

This is in reply to your letter of November 23, 1966, in which you request us to stabilize the bridge end fills in areas adjacent to your tracks at the above-captioned location.

Representatives of our respective organizations met in the field on December 30, 1966, and your Mr. Orr outlined four items he wished corrected before the project was considered complete.

Item 1 involves the cleaning of the channel for Pritchard Creek immediately upstream from your structure where the contractor has constructed a temporary stream crossing connecting to a grade crossing of your tracks. Our contractor has been advised that he has some corrective work to do in this channel and it will be done before final acceptance of the contract is made.

Item 2 was a request to construct an adequate ditch to handle the drainage from the deck drains at bents 5 and 7 on our eastbound structure. This work will be performed by State forces in a manner as shown on the attached sketch.

Item 3 concerns a dust blow area resulting from the cattle path on the easterly side of the tracks underneath the eastbound overcrossing structure. This will require the placement of several loads of screen reject material which we will place with State forces at the same time we construct the above-mentioned drainage ditch.

Item 4 concerns a possible obligation on the part of the State that arose because of a change in your practices between the time of the signing of PUC Order No. 39779 issued by the Public Utility Commissioner on December 18, 1963, and our actual construction of the freeway through this area.

Early in the summer of 1965 you performed some re-ballasting work through this area and at that time constructed a low-type off-track maintenance road which permitted vehicular traffic adjacent to your tracks throughout this area and many other areas. These vehicles travel on the easterly side of your tracks, forded Pritchard Creek and continued south on the easterly side of your tracks. You request that we construct for you an off-track maintenance road on the westerly side of the tracks from a point approximately 750 feet south of the eastbound structure to Pritchard Creek plus a ford crossing of Pritchard Creek.

The retaining wall constructed adjacent to our eastbound lanes, which retains our fill adjacent to your tracks, does not permit room for re-establishment of the road along this side of your tracks. Your Mr. Orr indicated that you plan to use the area for your future track as room for this off-track maintenance road and request that it be constructed as described.

The State is willing to construct this road as you request in the belief that this was an oversight on your part.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

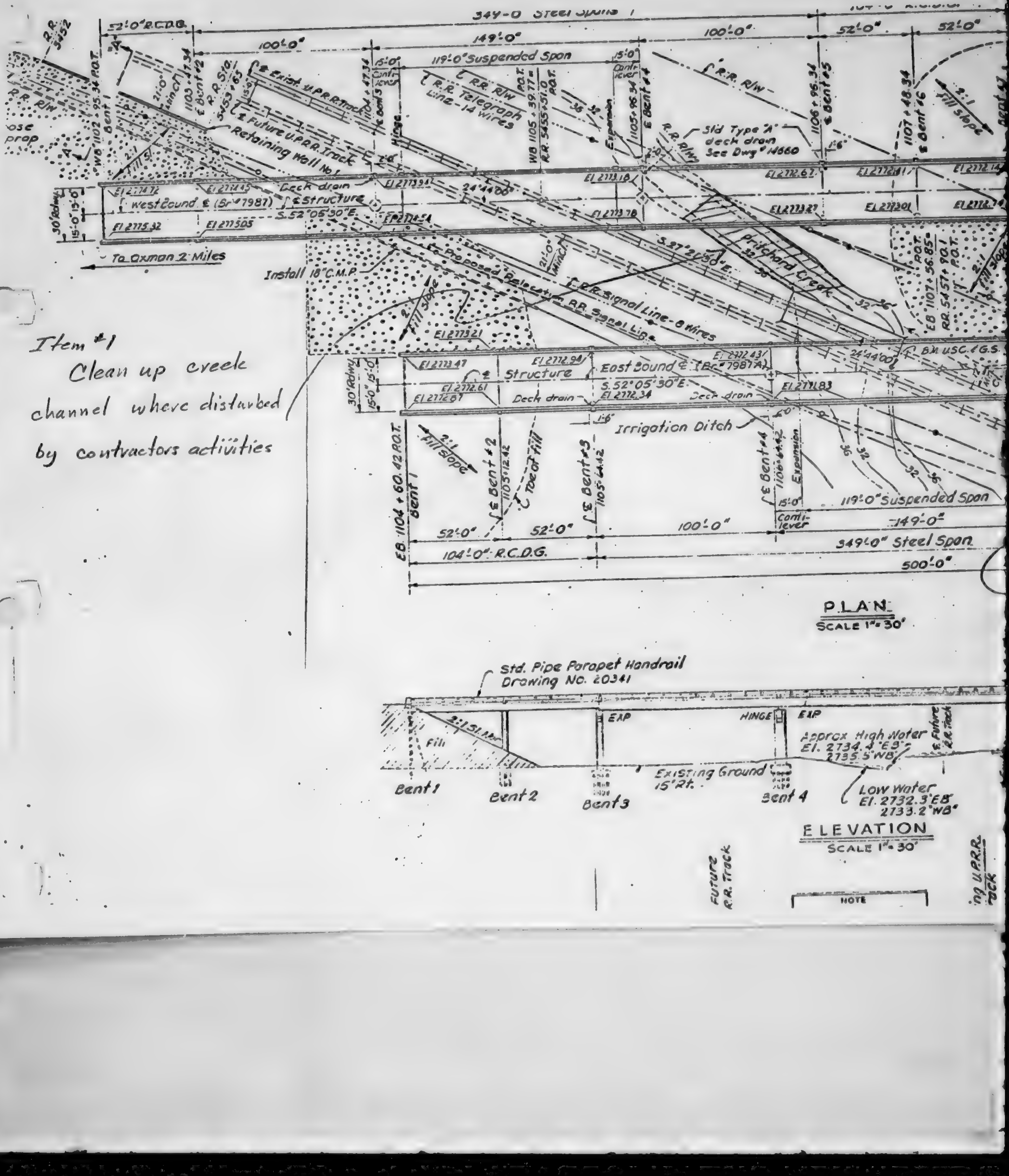
Enc.

cc: Forrest Cooper
R. L. Porter
L. H. Young
F. D. Morgan (Att: T. W. Litchfield)
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

TWL:fp srb

Item #1

Clean up creek channel where disturbed by contractors activities



PLAN

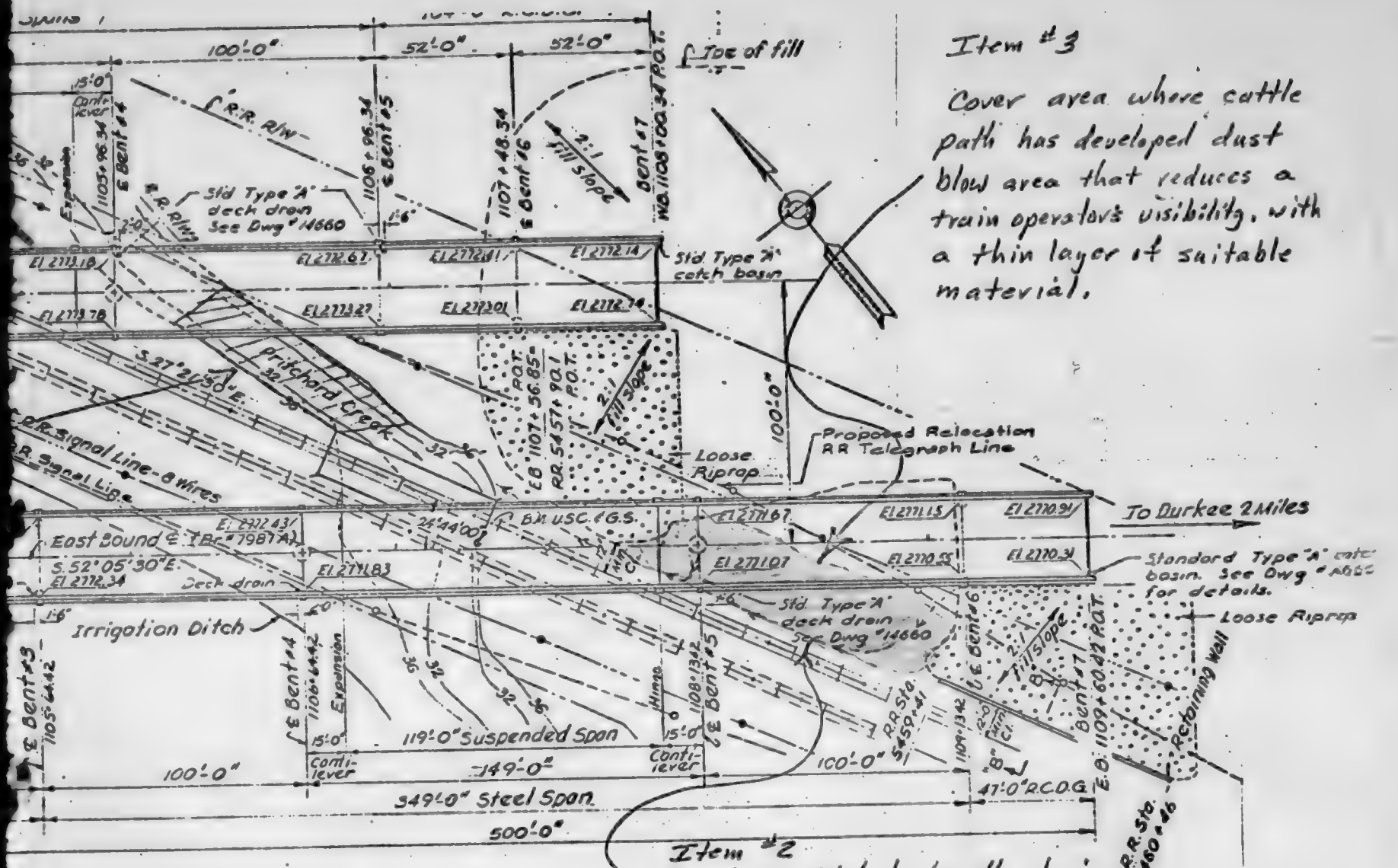
SCALE 1" = 30'

ELEVATION

SCALE 1" = 30'

Item #3

Cover area where cattle path has developed dust blow area that reduces a train operators visibility, with a thin layer of suitable material.

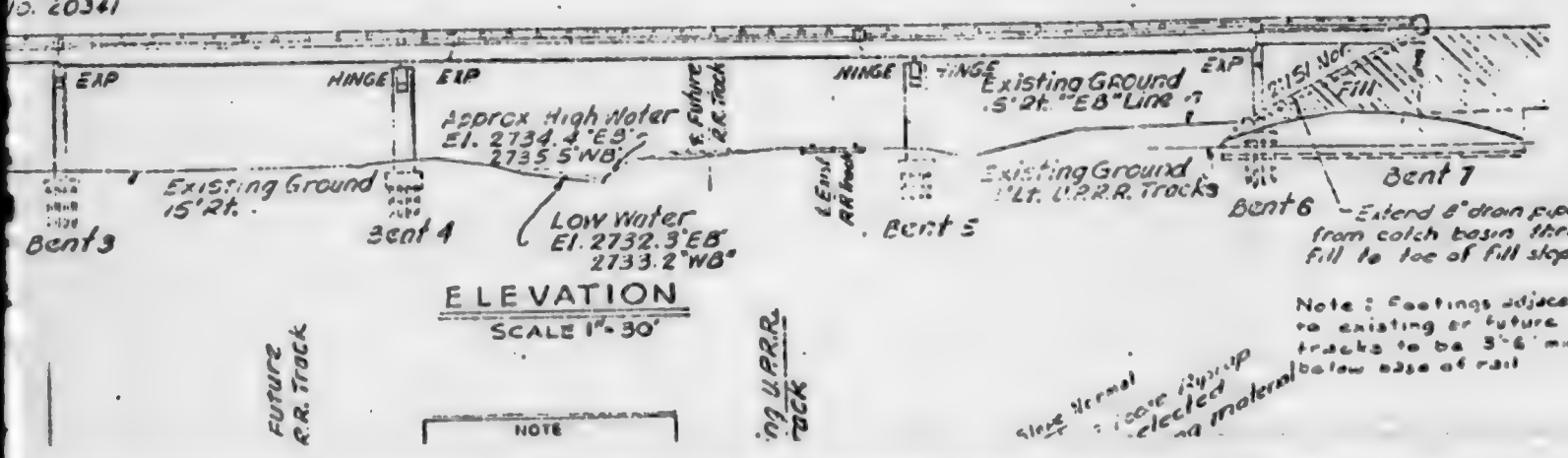


PLAN
SCALE 1" = 30'

Item #2

Construct Ditch to handle drainage from deck drains at bents #5 & #7 on East Bound structure.

Parapet Handrail
No. 20341



ELEVATION
SCALE 1" = 30'

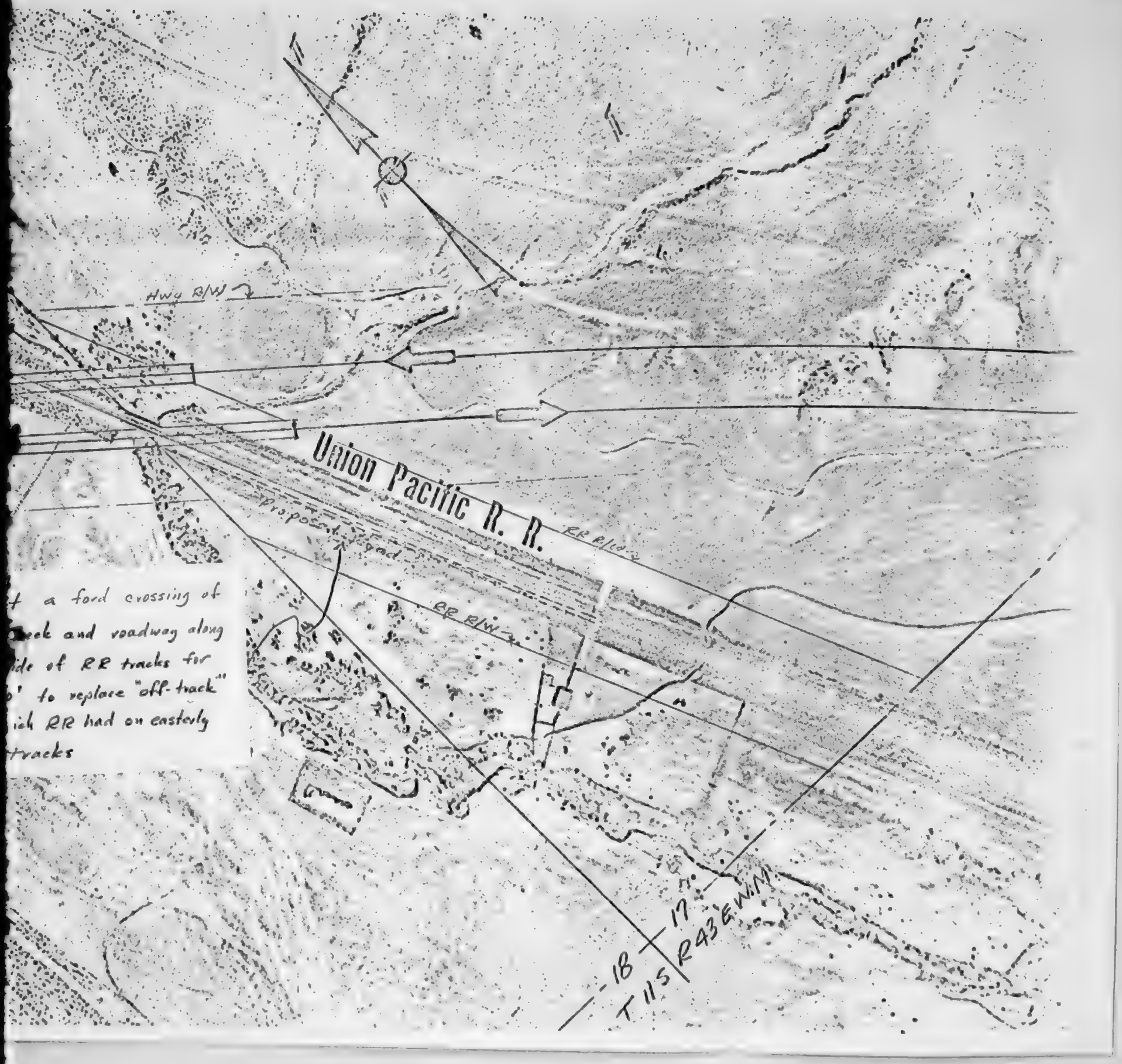
Note : Footings adjacent to existing or future tracks to be 5'-6" min. below base of rail

FUTURE R.R. TRACK

NOTE

ritchard Cr.
Hwy R/W
Hwy R/W
Union Pacific
Proposed Road
RR R/
Item # 4
Construct a ford crossing of Pritchard Creek and roadway along westerly side of RR tracks for about 750' to replace "off-track" road which RR had on easterly side of tracks

t a ford crossing of
eek and roadway along
ide of RR tracks for
' to replace "off-track"
ich RR had on easterly
tracks



Routing

Please E
Merdock
Trout
Scott
Wills
Litchfield
Olson

FORM S-30 SOH 10-66 SP°23401-734

RECEIVED
JAN 3 1967
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
January 5, 1967

SUBJECT: Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

To:

Mr. F. D. Morgan
Construction Engineer
Salem

On December 30, 1966, a joint inspection was made of the area around the Pritchard Creek Overcrossing on the Oxman-Bubbs Ranch Section with Mr. Robert Orr, Engineer for the U.P. Railroad Co. to determine what additional work might be necessary in this vicinity. We are attaching sketches depicting the four items discussed.

Item One involves the cleaning of the channel for Pritchard Creek immediately upstream from the railroad structure where the contractor had constructed a temporary stream crossing connecting to a grade crossing of the railroad tracks. The contractor had been advised previously that he had some corrective work to do in this channel. This work has not been done, but is an obligation of the contractor and will be done before final acceptance of the contract is made.

Item Two was a request to construct an adequate ditch to handle the drainage from the deck drains at bents 5 and 7 on our east bound structure. Presently water collected by these drains merely puddle up adjacent to the railroad track and over a period of time could result in washing some mud and other materials contaminating the railroad ballast. This I agreed should have been taken care of during construction, but would be remedied. Our plan is to perform this work with state forces since it is the state's obligation to handle all drainage from the highway facility flowing onto railroad property.

Item Three concerns an alleged dust blow area resulting from the cattle path on the easterly side of the tracks underneath the east bound overcrossing structure. All that is necessary to control this is a few truck loads of screen rejects or fine rock, which again I agreed to have performed and presently plan to do this work with state forces at the same time as the above mentioned drain ditch.

Item Four concerns a possible obligation on the part of the department that arose because of a change in railroad practices between the time of the signing of P.U.C. Order No. 39779, which was issued by the Public Utilities Commission under date December 18, 1963, and our actual construction of the freeway through this area. Some time about the early summer of 1965 the U.P. Railroad performed a reballasting job through this portion of their facility extending as far back as La Grande. At that time the railroad constructed a sort of off-track maintenance road that permitted vehicular traffic adjacent to their tracks throughout this and many other areas. These vehicles traveled on the easterly side of the tracks, forded Pritchard Creek and crossed to the westerly side of the tracks about 750 feet southerly of their Pritchard Creek crossing.

Discussed w/ Scott on 1-6-67 -
old road did not cross tracks,
but was on East side of tracks
throughout this area

cc Litchfield

Mr. F. D. Morgan

January 5, 1967

The retaining wall constructed adjacent to our east bound lanes between station 1109 and 1110 does not permit room for reestablishment of the road along this side of their tracks. Mr. Orr indicated that they plan to use the area for the future track as room for this off track maintenance road and are requesting a replacement of this road on the westerly side of the track including a ford of Pritchard Creek for this 750 feet, more or less. To construct this road, it would be necessary to place some rocky material in the bottom of the Pritchard Creek channel to permit a ford crossing and removal of an estimated 750 to 1,000 cubic yards of common materials adjacent to their existing rails.

I did not agree to have this work performed, but merely present this as a problem pointing out that the roadway was not constructed at the time the P.U.C. order was issued but agreeing that the roadway was undoubtedly there at the time the construction commenced.

We will await a decision from your office as to whether or not steps should be taken to construct this roadway.

To summarize the above, Item One is definitely an obligation of the contractor, Item Two and Three will be taken care of by state forces soon after relocation of the railroad communication lines, Item Four is dependent upon decision from your office.

A. F. Parson
Division Engineer

By

H. S. Coulter
Assistant Division Engineer

HSC:dj

cc: Mr. Robert Orr, U.P. Railroad
Mr. L. V. Blickenstaff

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
G. H. BAKER
SUPERINTENDENT
OREGON DIVISION

November 23, 1966

2525 NO. LARRABEE AVE.
PORTLAND 17, OREGON

File Ref: D 9416 - 32 - 1

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Oxman-Bubbs Ranch Section, Old Oregon Trail Highway -- State Contract No. 6729, Project I-80N-7(15)320.

Confirming recent conversations on stabilization of highway end-fill slopes and areas at the Pritchard Creek overcrossing structures constructed recently by the State across the Railroad's mainline in connection with the above named Interstate Highway project.

It is my understanding that the State's contractor, Rogers Construction Inc., considers work performed in stabilizing the aforesaid areas as complete. Our inspection; however, reveals that large portions of the end-fills have not been blanketed with rock nor have other areas disturbed by the Contractor's work in this vicinity been stabilized.

Will you please, therefore, have your engineers review this condition and handle with the contractor for completion of the stabilization work in a satisfactory manner.

Yours very truly,

W. G. Johnson
-11-30

Routing

Morgan
Decker
Bond
Barboe
Walker
Glenn
Swan

RECEIVED
NOV 28 1966
CONSTRUCTION
DIVISION

Pease
Moralock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 3 1967

FOR FILING

I-80N-712(3)30
6-1-1

863

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 2, 1967

To:

MEMO TO THE FILES

SUBJECT: Meeting with Union Pacific Railroad Officials
Bubbs Ranch-Lime Section
Oxman-Bubbs Ranch Section
Irrigon Jct.-Umatilla Co. Line Section
Old Oregon Trail Highway
Baker and Morrow Counties
Cascade Locks-Mitchell Point Section
Columbia River Highway
East Fremont Interchange Section
Stadium Freeway - Multnomah County

On January 30, 1967 a meeting was held in the office of Mr. F. D. Morgan, Construction Engineer, with representatives of the Union Pacific Railroad Company. Representing the railroad at this meeting were: H. B. Durrant, Division Engineer, A. V. Didier, Assistant Division Engineer, and G. M. Tabor, Assistant Engineer. Representing the State were F. D. Morgan and T. W. Litchfield. John H. Walker was called in with regard to the Oxman-Bubbs Ranch Section.

The principle reason for the meeting was to present to the Union Pacific the proposed new alignment and cross sections of the section between Bubbs Ranch and Lime. This has been revised so that our proposed construction will not encroach closer than to the centerline of the railroad tracks than 50 feet. The plan as developed recently was given tacit approval by the railroad. We are now preparing cross sections for their use in a field inspection, which is to be made on February 8, 1967, by Mr. Durrant.

We attempted to get a commitment from them concerning the Lime over-crossing with regard to their new alignment. The indicated that the Omaha office had not replied to their recommendations and questions of early last fall. Their alignment from Lime to Huntington is rather crooked and their proposal for the improvement through the Burnt River Canyon begins at Lime and ends just east of Nelson Point. Their ultimate plan through this area is to connect the two tangents on opposite sides of Lime with a 2-degree curve. This will involve either tunneling beneath or removing entirely the existing lime plant and, therefore, is considered to be nothing more than a vague dream in the distant future.

Their existing alignment around the lime plant begins at the south end of an $8^{o}22'$ curve left, followed by a $5^{o}58'$ curve right and comes back onto a long tangent

with a 6°26' curve left. It is this 6°26' curve left which they have proposed to ease to a 4 degree or possibly a 2 degree curve. They could not tell us what benefit would be realized by the railroad if this curve were eased from its present 6°26' to a 4°, but did say that any slight improvement would assist in train operations. They promised they would again approach their Omaha office and attempt to obtain some kind of a positive answer concerning this particular point. Any railroad revision in this area would be made on the same grade as now exists, so present proposed clearances will be adequate in the future. Any easing of the 6°26' curve would require a longer highway structure, but if the 2 degree alignment were ever built our proposed structure would not be affected.

Our next move in this negotiation is to present our alignment and cross sections to the railroad for their formal approval. We will also proceed with the staking of this new line in the field. When we receive their approval of our preliminary alignment, we will then proceed with the preparation of final plans. We are now proceeding with the revision of right of way widths using the original center line.

With regard to the Oxman-Bubbs Ranch Section and the Pritchard Creek Overcrossing, it was agreed that Mr. Walker and Mr. Durrant would inspect this on February 8 and determine what course of action would be best to follow. It appears their only contention is the reconstruction of the off-track maintenance road, which was not provided for in the PUC Order dated December 18, 1963, but was constructed in 1965 and obliterated by our construction in 1966. We have agreed to reconstruct this road as stated in Mr. Klaboe's letter to the railroad dated February 1, 1967. Messrs. Walker and Durrant will also inspect Nelson Point and the possible location of a railroad shoofly to allow construction of the Bubbs Ranch-Weatherby Section.

With regard to the Irrigon Junction-Umatilla County Line Section, they voiced their objection to our refusal to allow a locked gate access opposite highway Station 613+73, and asked us to reconsider this matter, pointing out the various roundabout routes they would have to take to obtain suitable access to their right of way in this area. We indicated that we would look into the matter, but made no commitments.

With regard to the Cascade Locks-Mitchell Point Section, Mr. Durrant indicated that their pole line crew had constructed their signal and communication lines during wet weather and had muddied the top of the subgrade of railroad relocation "A" to the point that it is not suitable for the installation of ties, ballast and track. It is proposed that this material be shoved off and the subgrade regraded with suitable material from a private source on Herman Creek Road. It is estimated that approximately 3,800 yards of material will be needed. Track work will proceed on February 20, 1967 and it is necessary that this preparation be made prior to that time. We received an estimate of this work on February 1, 1967 amounting to $5,850. Mr. Glen Starkey, our Resident Engineer, met with Mr. Durrant, we have received approval from Mr. Willis Grafe of the Bureau of Public Roads, and the railroad has been authorized to proceed as of February 1, 1967.

With regard to the East Fremont Interchange Section, we inspected the model which is currently set up in A. D. Olson's office and Mr. Durrant stated that the railroad does not like the proposed structure as close as 80 feet to their freight house. He indicated that they were looking for an occupant for this building, and felt that this structure that close to their building would make it undesirable for a future tenant. He felt that if we would pull these ramps in tight against the structure, he would have a better chance of selling that design to their management. I told him that we would look into the situation and see what could be done, but made no commitments in this regard.

T. W. Litchfield
Utilities Liaison Engineer

TWL:sg:fp

cc R. L. Porter
F. B. Klaboe
Tom Edwards
Ivan Merchant
L. H. Young
A. E. Johnson
A. F. Parson
D. H. Moehring
J. W. Valentine
Jack Hesla

RECEIVED
FEB 2 - 1967

FOR FILING

I 5-14 7(15) 320

6729

Salem, Oregon 97310
February 1, 1967

Mr. A. F. Parson
Division Engineer
La Grande, Oregon

Additional Work at Prichard
Creek Overcrossing for UPRR
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County, Contract No. 6729

This is in reply to your letter of January 5 in which you outlined four items brought up by the Railroad at the above-captioned location which require additional work by the State. We concur that items 1, 2 and 3 should be done as you describe in your letter.

Item 4 of the Railroad's request concerned an off-track maintenance road that has been apparently constructed since the original PUC Order was issued December 18, 1963. My understanding of this item is that our construction at the Prichard Creek structure site obliterated portions of this off-track road making it useless. Under the circumstances, I feel that we are obligated to replace it in kind at a suitable location.

The location that you have worked out with the local Railroad representative appears to be satisfactory and I am authorizing the expenditure of $1,000 to replace it. A state force order in that amount should be forwarded. This order will be on a nonparticipating basis.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: L. H. Young
T. W. Litchfield (file returned)

RECEIVED
JAN 17 1967
FOR FILING

FORM E-30 SDH 10-65
I-80N-7(15)328
6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1967

REFERRED TO Mohring
BY DEPUTY STATE HIGHWAY ENGINEER
Let's get this a file matter. It should be transmitted to your file.
1-16-67

F63

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: DRAFT REPLY
File No. 36096 [L-4809]
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

BUILDING

Attached is a draft reply to Mrs. Wandel on the Grogan matter.

I contacted Resident Engineer Blickenstaff and discussed the Grogan taking with him. He advised that the elevation of the irrigation conduit came up during the trial and he checked it out immediately and found that the installation was at the proper elevation.

The matter of the painting of the Grogan house was foreign to him as no complaint had ever been registered with him and he was unaware that the contractor had ever done any painting on the house. I can only assume that Mrs. Grogan hired someone to paint her house and they took advantage of her.

Mrs. Grogan was represented by Attorney Banta and the consideration was arrived at by jury verdict in the amount of $3,000. Our offer was $1,900 and testimony for the owner was in the amount of $19,683.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

NOTED VICTOR D. WOLFE

DHM:JP
Attachment
cc: G. E. Rohde

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

D R A F T

January 12, 1967

SUBJECT: File No. 36096 [L-4809]
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Mrs. Eva A. Wandel
9443 S. W. 36
Seattle, Washington 98126

Dear Mrs. Wandel:

This will reply to your letter dated January 5, 1967, concerning a taking of a portion of your mother's property in Durkee for the improvement of the Old Oregon Trail Highway.

I have investigated the points which you have raised in your letter and I find that the elevation of the irrigation culvert was discussed during the trial of the case and it was found that the culvert was installed at the proper elevation.

In discussing the matter of painting your mother's house I am unable to find anyone from the Highway Department who has knowledge of the matter. The Resident Engineer on the project advised that dust from the plant which crushed aggregate for the project did drift into Durkee on occasion but to his knowledge no one had ever raised a complaint. He knew nothing of any painting or redecorating of your mother's house which you mentioned in your letter.

The consideration involved for your mother's property was determined by a jury trial and, therefore, the payment was made

into court for distribution. Since your mother was represented by counsel, the matter of a final disposition of the funds would be handled by him.

I hope that the above information has answered your questions on the matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP-DHM:JP

cc: G. E. Rohde
D. H. Moehring

Oregon State Highway Dep
Salem 10 Oregon

360
REFERRED TO
BY SECRETARY

9443-36th W.
Jan 5-67
Seattle Wash
98126

4653

JAN 9 67

Dear Sirs - I was talking to a Highway Dep of Wn yesterday - I told him of the experience I had seen of my mother ader Oregon Durkee Oregon Baker Co. How they put the irrigation Culvert to high to get much Water for Irrigation - one 40 acres cut off from Water, How they sent one check for final payment she cashed it and received no more funds. all that dust from that blower to clean the gravel house ills from the highway work - and two persons come to paint redecorate her house did almost all the kitchen Wan they went to Baker after finding out she had checking acount Wrote out Cheks on her account and got away with most all the cash she had. When I was there last of Oct. 66. she had no social security or Welfare or assistance They were ill in a bad way - why do they take adoantage of people to old - or to ill some ill not able to manage business - a drouth also - please Correct any mistakes loss crops - If not right now see she gets old age assistance now please -

RECEIVED
JAN 9 1967
LEGAL & RIGHT OF WAY

RECEIVED
JAN 6 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Very Kindly Yours

Mrs Eva a Wandel

RECEIVED
JAN - 6 1967
OREGON
STATE HIGHWAY COMMISSION

... such decisions should not be highways causes a very

ps She didnt even get her tapes payed- the Lawyer I think misinformed Adel Grogan On That- So She Says

RECEIVED
JAN 3 - 1967

I-80N-7(15)320

Form CD-121 (11-65) (Designed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 28, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: R. H. Tokerud
Acting Division Engineer

SUBJECT: Summary Report
Statewide Inspection-in-Depth
Progress and Final Record Samples

We have now completed our Statewide inspections-in-depth covering the "Progress and Final Record Sampling" phase.

#6724 #6643 #6577

Our engineers have inspected three construction projects and the central laboratory relating to this phase. The projects inspected were I-80N-7(15)320, I-5-2(48)72, and I-405-8(9)302. Inspections on these projects were considered representative of progress and final record sampling procedures in 4 of the 6 State divisions.

You were furnished copies of the reports for each project. Individual project deficiencies have been discussed with your field personnel, and, where warranted, you have been advised verbally and by letter.

While the projects inspected were limited in number, our review indicates certain items were of sufficient importance to warrant action on a Statewide basis. This is necessary to prevent recurrence of similar situations on future projects and to assure uniform procedures relating to progress and final record sampling throughout the State.

Listed below are items which we feel warrant attention on a Statewide basis:

1. The minimum frequency schedule for progress and final record samples, which has recently been revised, should be furnished to all employees involved in this phase of project control, including Central Laboratory personnel. Appropriate instructions should be issued to assure full compliance with the minimum frequency schedule.

2. Procedures should be standardized throughout the State relative to maintaining necessary control over taking of progress and final record samples. We, of course, feel that this control should be maintained at the project level by the Resident Engineer.

NOTED F. B. KLABOE

(more)

cc Elbert Morgan
to R/D ans.

copy to Young 1-3-67

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. Our inspections revealed that progress and final record sampling frequencies were more generally deficient on structural items than on other items. Corrective measures should be taken to assure full compliance on all items, with particular emphasis on bridge items.

4. Personnel present and eligible to take or witness progress and final record samples should be clearly shown on test result sheets.

5. Copies of all progress and final record sample results should be furnished this office.

6. The materials certification should be revised to include a statement to the effect that progress and final record sampling has been accomplished in accordance with the minimum frequency schedule.

We feel that if these items are incorporated with your present procedures that your control of this phase of construction will meet the intent of PPM 20-6.2.

We wish to extend our appreciation for the cooperation we received from your project, division, central laboratory, and headquarters personnel in making these inspections. We are particularly appreciative of the assistance of Mr. M. D. Glenn of your Construction Division, who accompanied and assisted our inspection team.

Your comments relative to the items listed above would be appreciated. We are hopeful that these items will be effected prior to the beginning of next construction season.

RECEIVED
DEC 27 1966
FOR FILING

Exhibit 7(i) 3 of 6
6/27

December 27, 1966

1261 IC

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: Statewide Inspection-in-Depth Summary on Construction Signing and Flagging

The statewide inspection-in-depth report on construction signing and flagging has been received and reviewed. This report lists inadequacies in four areas as follows:

1. Inadequate or substandard barricades and channeling devices.

2. Improper positioning of signs.

3. Maintenance of signs inadequate.

4. Nonstandard signs being used.

In order to correct and clarify problems encountered in construction signing, as noted in your General Comments, the State is at the present time setting up a standard drawing which sets forth in general the minimum proper signing to be used in most problem areas. In addition, specifications are being written to standardize and set up controls as well as provisions for payment. There still remains some work to do on this but it will soon be ready for use.

We believe these new plans and specifications will improve and clarify our present procedures and correct the findings as noted in your report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

JHW:fp srb

Form CD-12: (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

RECEIVED
DEC 1 , 1966
CONSTRUCTION
DIVISION

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 13, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Statewide Inspection-in-Depth Summary, Control No. 35-66-EID(85)44
Construction Signing and Flagging

We have been continuing our Statewide inspection-in-depth program, and throughout the months of July, August, and September have inspected the construction signing and flagging phase on the following projects:

#6829 I-80N-3(49)82, The Dalles-Fifteenmile Section
#6729 I-80N-7(15)320, Oxman-Bubbs Ranch Section
#65 11 I-5-2(46)96, Canyonville-Bear Gulch Section
#6112 F-135(7), Burnside-Big Creek Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicated the following items are either repetitive or of sufficient importance that appropriate action should be taken on a Statewide basis to prevent recurrence on future projects.

1. Substandard or Inadequate Barricades, Channelizing Devices, or Lighting Devices Utilized in Directing Traffic through Detours

In general the detours were found to be adequately protected by advance warning signs; however, in some cases detours, as well as transitions from a 2 to 4 lane roadway, were not properly equipped with barriers and/or channelizing devices or adequate lighting devices for night operations. In other cases the construction barricades that were in use were substandard.

12-16-66 - to orig to Milgard to copy flagging

Recommendation

Standard barriers and channelizing devices such as barricades, cones, drums and sandbags conforming to the requirements of Section 5c of the AASHO MUTCD should be required wherever conditions warrant their

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

use. It is also recommended that for night time operations a flashing beacon be required at the gore point where roadways change from a 2-lane facility to a 4-lane facility in order to prevent wrong way movements.

2. Positioning of Signs Not in Proper Locations

The positioning of signs were in most cases considered adequate. In some situations; however, the distance between signs were found to be less than that specified by boththe AASHO MUTCD and Technical Bulletin No. 24. On one project inspected a flagman directing traffic was positioned in advance of a "Flagman Ahead" warning sign.

Recommendation

Signs, in order to be effective, should always be placed in positions where they will convey their messages most effectively as well as allow the driver sufficient time to absorb the message before having to act. It is recommended, therefore, that supplemental instructions be issued to all field personnel concerned emphasizing the need for adequate spacing and positioning of all signs throughout construction projects.

3. Maintenance of Construction Signing is Considered as Inadequate

In general the maintenance of construction signing and traffic control devices were found to be somewhat less than that considered acceptable. the major maintenance problems noted were signs tilted at improper angles, signs left in place when no longer applicable, the use of damaged or faded signs, and the use of substandard or damaged sign mounts.

Recommendation

It is recommended that periodic maintenance inspections conducted by a responsible member of both the engineering and contractor's staff be made mandatory. All maintenance inspections made and corrective actions taken should be fully documented in the project diaries.

4. Use of Nonstandard Signs

Most of the construction signs in place on one project inspected did not conform to the approved standards. The signs in use were made of a paper material which became quite wrinkled and faded when exposed to the weather. Of primary concern, however, was the white legend on a red background instead of the approved standard colors.

(more)

Recommendation

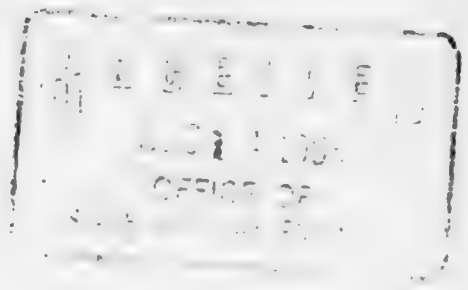
There is no objection to allowing the use of paper signs provided they are properly attached to an adequate support, free of wrinkles and have not become faded. The use of legend and background colors which do not conform to the requirements of the AASHO MUTCD is not recommended and should not be allowed under any circumstances. It is recommended, therefore, that instructions be issued to all responsible field personnel emphasizing the reasons for requiring the use of only standard construction signs in accordance with the AASHO MUTCD.

5. General Comments

The signing and other traffic control devices provided on the I-80N-3(49)82, the Dalles-Fifteenmile Creek project were considered outstanding when compared to that provided on other projects inspected. It is felt that this condition is due to the contract including a traffic control plan and providing provisions for reimbursing the contractor for furnishing all necessary traffic constrol devices. While it is recognized that special conditions and circumstances preclude prior planning of complete construction signing on all projects it is felt that traffic control plans should be made an integral part of the contract whenever possible. It is also believed that considerable benefit would result if preconstruction conferences with the contractor were attended by law enforcement agencies and utility companies involved.

Since the advent of this inspection-in-depth the State began a complete reevaluation of the entire construction signing on projects in the State. A standard design sheet covering uniform procedures, standard design features and sizes were furnished all Division offices for review and comments. The final approved standard sheet has just been completed and will be incorporated into the plans of all future construction projects. The contractor will be required to furnish and place these signs on all projects where traffic is involved with construction. Plans are now to have this work considered as a subsidiary obligation under other contract items.

This is considered as a major improvement by the State Highway Department in the safe handling of traffic, and we wish to commend you for taking this action.



Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oxman-Bubbs Ranch Section Date December 20, 1966

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Ore. Order No. 13-Supplemental #2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Do the necessary scaling, drilling and blasting and other related work which is required to remove unstable material from the outer slope overhanging the existing highway at Nelson Point.

This estimate includes allowance. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

This second authorization will increase the cost of the project by $25,000.00.

Location by station numbers:

1422-1425

Estimate of quantities and cost:

First Authorization on this order			$25,000.00
Second " " " "			25,000.00
Third " " " "		Herewith	25,000.00
			$75,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is outside the slope lines of the contractor's excavation and is not provided for in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $25,000.00 for work under this order	$4,230,000.00	
Expected under-run amount	$ 99,776.13	
Expected under-run per cent	2.3	

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. for Division Engineer

Approved: /s/ L. H. Young, Highway Engineer or Office Engineer

SP*23877-734

Received 1-11-67

RECEIVED
DEC 13 1966
FOR FILE...
I-84-1-7(13)220
6729

Salem, Oregon
December 12, 1966

Ivan Merchant
Bridge Engineer

We have had some criticism from the Bureau of Public Roads' auditors and area engineers concerning our omitting of the design load on bridge footings from the plans. Hereafter, please do the following:

1. Show design footing loads in total kips per footing.

2. Specify the loading to which the piling are to be driven.

3. Specify a minimum length of pile penetration. This should be in the approximate 15-foot range.

4. I would prefer that the foundation data be shown in profile fashion rather than in drill hole results.

5. I again call your attention to the fact that this office scrutinizes very carefully the specified footing depth. It is our belief that only in rare cases should the footing elevation be raised and then on special approval of this office.

TE:ja

Tom Edwards
Assistant State Highway Engineer

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young

FORM E-50 SOM 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1966

RECEIVED
DEC 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Citations on BPR Inspection-in-Depth Reports

To: Mr. Tom Edwards
Assistant State Highway Engineer

B U I L D I N G

The history behind showing certain footing and foundation design data is as follows:

Footing pressure computed to 0.1 ton and pile load computed to 0.1 ton were shown on plans until about 3 years ago. This resulted in numerous arguments with contractors and with personnel in BPR. Contractor used information to argue for reducing the amount of excavation required or for extra compensation for digging in material more difficult than plans indicate. Similar arguments were used regarding the bearing of piles and extra effort required to drive them to what we considered adequate penetration. As a result of this harrassment, the "design" information was taken from the plan.

We substituted information necessary to adequately construct the structure. This information includes:

1. Required bearing capacity of piles.
2. Required penetration of piles.
3. Required penetration and bearing of piles.
4. Dimensions of footing.
5. Elevation of bottom of footing.

This change has denied our resident engineers of information regarding design data and they are not able to recognize conditions different than were visualized by our designers. It is this information that will be furnished to the field.

Many of our structures are included in grading jobs and both Construction and Bridge resident engineers are in need of this information. The Division Engineer is the office having supervision over both divisions and is the logical office to coordinate the distribution.

A. A. Rear
Assistant Bridge Engineer

AAR:mb

NOTED
TOM EDWARDS

FORM E-60

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 28, 1966
Salem, Oregon

SUBJECT: Citations on BPR Inspection in Depth Reports

To: All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed out in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer
By:

A. A. Rear
Assistant Bridge Engineer

NOTED
JOE EDWARDS

F. D. Morgan
Construction Engineer

RWE:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

Want to Report

Bridge Division Construction Manual
Article 9-10 Partial Payments
Issued 11/23/66
Supplements F. D. Morgan Letter of
September 20, 1966

Article 9-10 Partial Payments

Mr. Morgan's letter of September 20, 1966, points out the need for computations or other suitable data to substantiate the percentage of a lump sum item as included in a monthly progress payment. This need extends to all items included in the monthly progress payment.

It is necessary that each resident keep on file in his office a written summary or work sheet showing how the amount of each item included on the monthly estimate was determined. This summary will then be available as necessary to substantiate monthly payments to the contractor.

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated, only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that, in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one foot outside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown

Field notes must clearly indicate the excavation, if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

Form B-300—63M

STATE [illegible]

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement [illegible] Federal funds are required.
Date Oct 6 1966 By [illegible]

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oxman-Bubbs Ranch Section Date December 9, 1966

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 13-(Second Authorization) Suppl. #1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Do the necessary scaling, drilling and blasting and other related work which is required to remove unstable material from the outer slope overhanging the existing highway at Nelson Point.

This estimate includes allowance. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

This second authorization will increase the cost of the project by $25,000.00.

Location by station numbers:

1422-1425

Estimate of quantities and cost:

First Authorization on this order	$25,000.00
Second Authorization, Labor, Materials & Equip. Rental	25,000.00
Total	$50,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is outside the slope lines of the contractor's excavation and is not provided for in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,329,776.13	
Present estimate of project cost, including $25,000.00 for work under this order	$4,210,000.00	
Expected under-run ~~over-run~~ amount	$ 119,776.13	
Expected under-run ~~over-run~~ per cent	2.8	

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr. Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy ~~Chief Engineer~~ Office Engineer.

SP*23577-734

Form E-208—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G 1-P

Project Name Oxman-Bubbs Ranch Section Date December 9, 1966

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 15

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Install and 18" pipe in the right ditch line of the "E" line under the Durkee Interchange Structures to prevent drainage water from going underground in the structure area. Repair a sag in the concrete slab riprap. This riprap was placed on an Extra Work Order.

This estimate includes allowance. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

This order will increase the cost of the project by $850.00. Prior approval was obtained 12-8-66.

Location by station numbers:

"E" 13+75 - "E" 15+50 Rt.

Estimate of quantities and cost:

Labor, Materials & Equipment Rental $850.00

RECEIVED
JAN 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Some salvaged and some "extra" on hand pine will be used.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $850.00 for work under this order	$4,210,000.00
Expected under-run amount	$119,776.13
Expected under-run per cent	2.8

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: /s/ Alfred Shirley, Jr., Division Engineer

Approved /s/ L. H. Young, State Highway Engineer, Office Engineer.

State Printing

1-4-67

RECEIVED
DEC - 1966
I Criminal
I-BCM-7(15)320
6729

December 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Inspection-in-Depth Report
on Signing and Flagging
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Project No. I-BCM-7(15)320

Dear Sir:

The Inspection-in-Depth Report regarding signing and flagging on the Oxman-Bubbs Ranch Section of the Old Oregon Trail Highway has been reviewed. Following are our comments regarding the findings and recommendations of the report.

As this project is virtually all new alignment, there is very little conflict with traffic except at Nelson Point on the extreme southerly end of the project. At this area, however, a very hazardous condition exists due to removal of a high rock bluff adjacent to the highway and the railroad.

Item 1 of your report notes how the flagging and traffic control at Nelson Point is being handled. As this is a dangerous area, considerable effort is exercised to maintain good traffic control. You note this operation is very good.

In Item 2 you note that the warning signs the contractor has erected are not in conformance with the Manual on Uniform Traffic Control as the signs were red and white instead of yellow and black. As far as color is concerned, it is true the signs were not according to the manual. As these signs were paper placed on a plywood backing, legibility after continued use and weathering becomes a problem if not properly maintained. This is true of most signs. We cannot agree that the sign itself, when in proper condition, is difficult to read. It might be noted that these signs were replaced with larger ones of the same type shortly after the inspection.

We are at the present time taking steps to correct the deficiencies you note in the signing so that it will be standard and uniform statewide.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. F. Parson (Enc.)

KHW:fp srb

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe

DATE: November 3, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(15)320
Oxman - Bubbs Ranch Section
Old Oregon Trail Highway
Inspection-In-Depth

Enclosed is an inspection-in-depth report covering construction signing and flagging on the subject project. The inspection reported is part of a Statewide inspection-in-depth.

Your comments concerning the corrective actions taken or contemplated in connection with the deficiency noted in this report would be appreciated.

Routing

Morgan
Decker
Bond
Barbee
Walker
Olsen
Swan

Mordock
Trout
Scott
Willis
Litchfield
Olsen

RECEIVED
NOV 1 7 1966
CONSTRUCTION
DIVISION

NOTED
F B K-ABOL

RECEIVED
NOV
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-65) cc:USBR(Klaboe)
Region (3 cys)
Adm Mgr
File 439
Wash DC thru Region
Nichols, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker	I-80N-7(15)320

DATE OF INSPECTION: 9-27,28-66

PHASE(S) INSPECTED: Construction Signing and Flagging

INSPECTION MADE BY: P. V. Riedl, Area Engr; W. N. Bryant, Asst Area Engr; R. Nelson, Engr Trainee

IN COMPANY WITH: R. A. Nichols, Area Engr, BPR; L. Blickenstaff, Res Engr, OSHD

REPORT PREPARED BY: Roy Nelson, Engr Trainee

PROJECT INCLUDES

[X] GRADING AND DRAINAGE [X] BASE [X] PAVING [X] MAJOR STRUCTURES [ ] OTHER (Specify) _____

CONTRACTOR (Name and address): Rogers Construction, Inc., Portland, Oregon

CONTRACT AMOUNT: $ 3,684,689.90

PROJECT STATUS (% comp.):

LOCATION: The northwesterly end of the project is at Sta 989_60.56, about 0.2 miles NW of the Oxman O'xing structure. From thence the project proceeds southeasterly 8.20 miles to Sta 1426+00, near Nelson Point, about 3.5 miles SE of Durkee.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. (Part of a Statewide Inspection-in-Depth)

OXMAN - BURRS RANCH SECTION
OLD OREGON TRAIL HWY.
Grading, Paving, Structures, Signing

A. SCOPE OF INSPECTION

This inspection is the fourth and last in a series of Statewide Inspections-in-Depth on construction signing and flagging. All notes taken and appropriate check sheets are on file in the Division office. The project's construction signs and flagging operations were inspected both during and after working hours.

B. FINDINGS AND RECOMMENDATIONS

1. Flagging

When the contractor's equipment is working on the Nelson Point cut, through traffic is stopped for 15-minute intervals because of the extreme danger of falling rocks. Work on the cut is halted while traffic is passing through.

(more)

In an effort to eliminate rear-end collisions, 5 flagmen were being used to regulate the flow of traffic. One flagman was stationed so that he was visible to the flagmen located at each end of the cut, and 2 flagmen were stationed on each side of the cut--one at the beginning of each line of traffic to govern the stopping and starting of traffic, and another one located at the rear end of the line of stopped traffic to slow down approaching traffic and warn them of the stopped vehicles ahead.

The center flagman used a walkie-talkie to keep in contact with the foreman in charge of the operations on this cut. The use of this walkie-talkie facilitated the coordination of the flagging operations with the construction operations.

In order to protect the traveling public from the danger of falling rocks during nonworking hours, a flagman is on duty at all times and the slide area is floodlighted at night.

Recommendation

None required. Very good job.

2. Construction Signing

Most of the construction signs in place did not conform to approved standards. These signs had a paper face and consisted of a white legend on a red background. This type of sign is extremely difficult to read and its legibility decreases as it becomes wrinkled and faded due to weathering.

Recommendation

In order to fulfill its basic requirements, a highway sign must be recognizable as such and be ligible for those who are to be informed by it. Since the red paper signs with a white legend fail to fulfill either of the above requirements, it is recommended that they be replaced immediately by signs which conform to the requirements of Section V of the "Manual on Uniform Traffic Control Devices."

RECEIVED
OREGON

I 201-7(12)Ebm

6729

November 20, 1963

Mr. A. L. Parrish
Division Engineer
Bureau of Public Roads
417 Cottage Street, N. E.
Salem, Oregon

1140

Dear Sir:

Re: Statewide Inspection-in-Depth Summary
Reporting Discrepancies on Project Source
Record Documentation for Contract Item
Payments

Your summary of the statewide inspections-in-depth reporting the status of Federal-aid Project Source Record Documentation for contract item payment has been reviewed.

While some of the deficiencies noted in this report have been previously discussed with our field people, it was considered necessary to again bring them to their attention.

Attached is a copy of informational and instructional correspondence directed to our field personnel which refers to the correction of the deficiencies as noted in your report.

Regarding your General Comments, we believe that our records are, for the most part, good and have improved over the past few years. We are gratified to find that you found this to be the case.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

F. D. Klaue
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young

Bridge Division Construction Manual
Piles
Article 403-4.1 Basis of Measurement
Issue of November 25, 1966
Supplements issue of March 1, 1966

Article 403-4.1 Basis of Measurement

In addition to the required documentation for pile driving as outlined in the issue of March 1, 1966, covering use of the new pile record book, the following information must also be recorded:

1. Type hammer used and energy rating of same.

2. Formula used to determine the bearing of the pile. This for each type pile and hammer included in each pile record book.

3. Calculations, using the above formula, showing determination of the penetration per blow (set) required to obtain the specified bearing. This may be converted to blows per inch. This to be done for each type pile included in each pile record book.

4. Statement indicating the total penetration of the pile when it is shown in the plans or specifications. This to be done for each type pile and footing included in each pile record book.

The above should be shown on a separate page of each pile record book in a manner similar to that shown on the attached sheet.

The column "Set/Brg." in the pile record book should show the actual set and actual bearing of the pile as driven.

The theoretical set and bearing should be shown on the calculation sheet as indicated above.

PILE RECORD FOR Wet Creek # 7777 (JOB NAME AND NO.) INSPECTOR D Jochem 11/22/66

HAMMER ____ (MAKE) ____ (TYPE) ____ (SIZE) KIND OF PILING ____

SP-23362-734

LOCATION	ORIG. ORD. LEN.	REV. ORD. LEN.	DEL. LEN.	FRESH HEAD	LEN. IN LEADS	SPLICES PAY	SPLICES NO PAY	CUT-OFF SALV	CUT-OFF SCRAP	DRIVEN LEN.	CUT-OFF ELEV.	TIP ELEV.	SET / BRG.	DATE / INSP.	REMARKS AND SKETCHES
Treated Timber Piles: Req'd. bearing = 20 tons (see plans) Hammer = Vulcan 08 (Air Oper.); Energy rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $20(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = 1.3$ $S = 1.2$"/blow req'd. for specified bearing.															
12" BP 53# Piles: Req'd. bearing = 40 ton (see plans) Hammer = Vulcan 08 (Air Oper.); Energy Rating = 26,000 ft. lb. Use ENR formula: $P = \frac{2WH}{S+0.1}$; $40(2000) = \frac{2(26000)}{S+0.1}$; $S+0.1 = .65$ $S = .55$"/blow req'd. for specified bearing. Plans require piles to be driven to a tip elevation not higher than 120.															
Treated Timber Piles: Req'd Bearing = 20 tons (see plans) Hammer = 3200 lb. drop hammer Use ENR formula: $P = \frac{2WH}{S+1.0}$; H = 10' fall. $20(2000) = \frac{2(3200)(10)}{S+1.0}$; $S+1.0 = 1.6$ $S = .6$"/blow req'd. for specified bearing.															

November 23, 1966

All Division Engineers,
Resident Engineers and
Resident Bridge Engineers

Re: Citations on BPR Inspection in Depth Reports

The enclosed copy of the BPR memorandum, dated November 7, 1966, relative to a Statewide Inspection-in-Depth on structures points out several short comings in our documentation procedures.

The enclosed additions to the Bridge Division Construction manual give instructions necessary to eliminate the short comings pointed our in items 1, 2, 3 and 5 of the memorandum. These instructions must be followed carefully since future citations on these items will not be tolerated.

With respect to item 4 of the memorandum, it will be the responsibility of the Chief Bridge Design Engineer to furnish design footing loads and design pile loads to the division engineers who will, in turn supply them to the appropriate resident engineer.

Relative to item 6, division engineers have been contacted by personnel from the construction department, however, we want to again emphasize that progress record samples must be obtained for the various concrete components early in the life of the job. Additional progress samples should be taken during the life of the job as necessary.

Ivan D. Merchant
Bridge Engineer

F. D. Morgan
Construction Engineer

RME:jf
cc: J. H. Walker
A. A. Rear
L. L. Wallace

November 22, 1966

Bridge Division Construction Manual
Article 105-4.3, 105-4.4
Structural Excavation and Structural
Excavation Below Elevation Shown
Issued November 21, 1966

Article 105-4.3 Structural Excavation (Measurement)

This article defines the maximum limits for structural excavation quantities which will be allowed for payment, providing this maximum amount is actually removed. If quantities less than the maximum (one foot outside the footings, etc.) are excavated only the actual amount excavated will be included in the quantity allowed for payment.

In order to provide documentation for the quantity of structural excavation allowed for payment it is necessary that in addition to original ground elevations, the field notes show the actual elevation of the bottom of the footings or actual elevation of the top of footings plus a field measurement of the actual depth of the footing. Also necessary are notes which provide sufficient information about the size (width and breadth) of the excavated hole to substantiate payment for structural excavation as made. In other words, provide documentation to the fact that the contractor did excavate to or beyond the one footoutside of footing limit and is entitled to maximum payment for structural excavation. If the contractor did not excavate to this limit, this should be shown in the field notes and structural excavation paid accordingly.

Article 105-4.4 Structural Excavation Below Elevations Shown.

Field notes must clearly indicate the excavation if any, which is Structural Excavation Below Elevations Shown. Include elevation shown, bottom of footing elevation (or top of footing elevation with a field measure of the actual depth of footing), and actual side limits of the hole.

As per previous instructions, all notes must be identified, dated and signed.

RECEIVED
NOV 21 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 80N-7(15)320
6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 17, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W.G. Johnson

Re: Track Damage - October 19, 1966
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320
Contract No. 6729
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This will acknowledge receipt of your letter dated November 15, 1966, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F.D. Morgan
Construction Engineer

TWL:sg

cc: F.B. Klaboe (w/copy of UPRR letter)
L.H. Young (w/copy of UPRR letter)

RECEIVED
NOV 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 15, 1966

File Ref. D 9416 - 32 - 1

Routing

RECEIVED
NOV 1 1966
CONSTRUCTION
DIVISION

U. S. Certified Mail -
Return Receipts Requested (3)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Oxman - Bubbs Ranch Section, Old Oregon
Trail Highway - State Contract No. 6729
Project I-80N-7(15)320

As a result of operations OCTOBER 19, 1966 by ROGERS CONSTRUCTION, INC. on the above-referenced highway project, the Railroad's main line track was damaged and it was necessary to replace a rail.

When the Railroad's costs have been determined in this connection a bill will be presented.

Will you kindly acknowledge your receipt of this letter.

Very truly yours,

W. G. Johnson

cc: Rogers Construction, Inc.
11760 N. E.Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 90210

RECEIVED
NOV 15 1966
FOR FILING

November 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 14 covering temporary signing for detour on the Oxman-Bubbs Ranch Section of the Old Oregon Trail Highway in Baker County, Contract No. 6729 in connection with Federal-Aid Project No. I-80N-7(15)320.

This work is necessary for temporary detour signing to guide and protect traffic between four-lane section to the west and the contract area.

This work was tentatively recommended for approval by the BPR Area Engineer November 9, 1966. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:jb

RECEIVED
NOV 15 1966

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-80N-7(15)320

TO: 6729 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 7, 1966

In reply refer to: 08-35.6/439

SUBJECT: Statewide Inspection-in-Depth Summary #35-66-EID(23-S)30
Structure Project Source Record Documentation for Contract Item Payment

We have been continuing our statewide inspections-in-depth, and through the months of June, August, and September have been inspecting source record documentation on structure projects.

Our engineers have inspected the structures on four projects for this phase as follows:

6738 I-80N-3(47)95, Celilo - Rufus Section
6729 I-80N-7(15)320, Oxman - Bubbs Ranch Section
6773 F-135(7), Burnside - Big Creek Section
6804 F-330(5), Highbanks Road - 57th Street (Springfield) Section

You have previously been furnished copies of the reports for each inspection. Individual project deficiencies were discussed with your field personnel.

While the projects inspected were limited in number, our review indicates the following items are either repetitive or of sufficient importance that action should be taken on a statewide basis to prevent recurrence of similar situationson future projects.

1. Structural Excavation Limits Not Specifically Defined in Field Books

   It was repeatedly found that the bottom and side limits of the structural excavation were not recorded. The apparent normal practice is to record an average top of footing elevation and leave it to be assumed that the footing was the plan thickness to determine a bottom of excavation elevation. The side limits for excavation were found to always include an extra one foot around the footing with no reference that the material was actually excavated.

NOTED
F. B. KLABOE

11-15-66

REFERRED TO Morgan for R/D answer (1wk)
BY ASST. STATE HWY. ENGR.
Young, Eder, Marchant for info.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

It is recommended that field books be upgraded to show that the excavation quantity is as specified under Article 105-4.3 of the 1964 Standard Specifications.

2. Structural Excavation Below Elevation Shown Limits Not Specifically Shown in Field Books

In the cases where structural excavation was carried below plan elevation there was no indication in the field books that a new contract pay item was involved.

It is recommended that the plan footing elevations be shown in the field books, especially where excavation is carried below plan elevation.

3. Pile Driving Field Books Should Indicate the Required Pile Bearing and/or Penetration

While the new pile field books are very complete, it was sometimes found that the required bearing and/or penetration was not recorded in the book. It is suggested that such information be included for the benefit of the inspector and also that the penetration per blow be shown, both actual and required.

4. Resident Engineer Not Furnished with Sufficient Amount of Basic Design Information

In all cases it was found that the Resident Engineer did not have information regarding design footing loads and design pile loads. Such information is considered desirable to determine the adequacy of foundations.

It is recommended that such information be routinely furnished to the field engineers.

5. Progress Payment Records Should be Standardized

The field review of progress payment records generally proved to be difficult. The records were kept in different places and different forms on every job, making it quite difficult to review them without having the man who made them present for assistance. In some cases the records were sketchy and almost impossible to verify without a considerable amount of backtracking. It was further noted that in two instances the project personnel must have also had difficulties because items were not up to date with the work performed.

(more)

It is recommended that the State standardize the method of keeping progress payment records to improve clarity and to insure correct payments from month to month for all work accomplished.

6. Record Sampling of Concrete Components Not Complete

It was generally found that the Resident Engineers were not aware of the requirements for record sampling of concrete components.

It is recommended that supplemental instructions be issued to update record sampling requirements of concrete components.

7. General Comments

It was found on this inspection series that structure project records are generally good, showing an improvement in the past several years. Pile records are an example of substantial improvement. The items noted in this summary should indicate that the problem of basic records is fairly well solved on a statewide basis, but that improvements can still be made in some areas.

RECEIVED
NOV 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form S-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] of project agreement [illegible] funds

Date NOV 9 1966 G 1-P

[illegible]
Div. Engineer
U.S. Bureau of Public Roads

Project Name Oxman-Bubbs Ranch Section Date November 2, 1966

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 14

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct temporary detour signing for handling traffic while making connections to the existing 4-lane highway at the west end of the project.

This estimate includes allowance. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

This order will increase the cost of the project by $500.00.

Location by station numbers:

As required.

Estimate of quantities and cost:

Materials, Labor & Equipment Rental $500.00

RECEIVED
NOV 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $ 500.00 for work under this order	$4,230,000.00
Expected under-run amount	$ 99,776.13
Expected under-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

R/W 25599

RR 686

I-PON-7(15) Oxman-Bubbs Ranch Sec., 1964
320 Old Oregon Trail Hwy.
#6720 (Grad. pav. struc's & sim.) Folder 1

C+A 2899

RECEIVED
NOV 2 - 1966
FOR FILING

FORM E-30X— 1-66 SP 19102-734

I-80N-7(15)220
6774

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1966

To:
MEMO TO THE FILES

SUBJECT: Status of Nelson Point as of October 27, 1966
Bubbs Ranch-Oxman Section
Old Oregon Trail Highway

As of this date it is estimated there remains approximately 40 to 45,000 cubic yards of rock to be removed as per this contract and there is about a 35-foot depth cut remaining.

On this date in the afternoon Bud Shirley, Assistant Division Engineer, Les Blickenstaff, Resident Engineer, Marvin Schmitt, Inspector, and myself examined the condition of the rock in the point from the bottom, sides and top. We discussed this condition briefly with Howard McInroe and John Verdenaga of Rogers Construction Company.

It is very difficult to determine how much the present operation has contributed to what appears to be an unstable condition of portions of the rock on the point. As I remember, the face adjoining the highway, prior to any construction, had a cracked and unstable appearing surface, but it is believed its condition has worsened with the construction. Blickenstaff and his Inspector say that no large masses have come loose on the face during blasting operations, but small rocks and dirt have been dislodged; however, last Monday a sizeable chunk (15 to 20 cubic yards) on the high face came loose and it was fortunate there were no injuries. On Wednesday another smaller portion broke loose. The seams and strata of the whole point do not follow any uniform pattern, but is all mixed up. The accompanying pictures well illustrate this. There are many cracks and open seams on quite a number of places which when climbing around on or near them gives one a definite feeling of insecurity.

It was my opinion that all personnel connected with this operation were apprehensive about the overall condition and potential hazards at hand.

After viewing this project and hearing the various opinions from the personnel involved, it is recommended that the following be done:

1. Complete one small shot that is being prepared at present.

2. Cleanup all loose material in the excavation area then cease further blasting and excavation.

3. Perform a scaling operation which will remove all loose or potentially dangerous from the existing faces of the cuts and cleanup any debris from this or the previous operations.

4. Prior to or as a first order of business on the next unit of construction, build a shoofly detour for both the railroad and highway. This detour to be approximately 150 to 200 feet westerly from the main point area. This will allow for uninterrupted work and greatly simplify a bad traffic problem and is estimated in the long run will be considerably less costly.

The first three items should be done immediately and all parties concerned should be notified and arrangements made.

John H. Walker
Assistant Construction Engineer

JHW:fp

Enc.

cc F. B. Klaboe
A. F. Parson
L. V. Blickenstaff

STATE H

FORM E-30X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 31, 1966

SUBJECT: Nelson Point
Bubbs Ranch-Oxman Section
Old Oregon Trail Highway

To: MEMO TO THE FILES

Mr. Dick Nichols of the Bureau of Public Roads was contacted this A.M. regarding ceasing the excavation as soon as practical and also perform scaling and cleanup work on all loose material which could be considered a potential hazard to highway or railroad traffic at Nelson Point. Mr. Nichols concurred with the proposal.

Following this, Mr. A. F. Parson, Division Engineer, was contacted by phone and the same matter was discussed. The Division will contact Rogers Construction Company and will work out the details with them for stopping the regular excavation and then scaling and cleanup of the area will be put into effect as soon as practical.

John H. Walker
Assistant Construction Engineer

JHW:fp

cc F. B. Klaboe
A. F. Parson

RECEIVED
NOV 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-208—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon [illegible] of project [illegible] funds, are [illegible]

FOR G. K. Brooks, Dist. Engineer — Date [illegible] — M B Martin, [illegible] U.S. Bureau of Public Roads

Project Name Oxman-Bubbs Ranch Section — Date October 26, 1966

Highway Old Oregon Trail — Contract No. 6729

County Baker — Prefix 601-1058

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Oregon — Order No. 13

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Do the necessary scaling, drilling, blasting and other related work which is required to remove unstable material from the outer slope overhanging the existing highway at Nelson Point.

This estimate includes allowance. Percentage to be allowed the contractor is in accordance with the executed contract for this project.

Location by station numbers:

1422-1425

This order will increase the cost of the project by $25,000.00.

Estimate of quantities and cost:

Labor, Equipment & Equipment Rental	$25,000.00

RECEIVED
NOV 10 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is outside the slope lines of the contractor's excavation and is not provided for in the contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $25,000.00 for work under this order	$4,230,000.00
Expected under-run amount	$ 99,776.13
Expected under-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley Jr., Division Engineer

Approved: /s/ L. H. Young, [illegible] Office Engineer

SP-0201-734

original to Young 11-10-66

RECEIVED
OCT 31 1966
FOR FILING

10-26-66
Morgan recd approval & BPR to "do what is necessary". We will begin immediately. Mr Klaboe He will notify Parson.

RECEIVED
OCT 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

CON PMT LAG 248 10-26-66 215P

NOTED
F. B. KLABOE

MORGAN
CC - KLABOE

NELSON PIXXX POINT HAS BECOME EXTREMELY HAZARDOUS. 15 YARDS OF ROCK FELL OUT AT THE POINT OVERHANGING THE POINT MONDAY NARROWLY MISSING TWO CARS. THIS NOW LEAVES AN OVERHANG WHICH IS FULL OF CRACKS AND CREVICES. MAY FALL AT ANY TIME. THIS IS OUTSIDE THE SLOPE LINES OF THE CONTRACTORS WORK ANDPXXX AND PRESENTS A REAL PROBLEM IN SCALING. RECOMMEND STRONGLY THAT WE FORCE ACCOUNT TAKING OFF THIS CAP WHICH WILL PROBABLY COST A MINIMUM OF $25,000 AND WHICH MAY PRECIPITATE FURTHER ROCK SLIDES NECESSITATING FURTHER WORK. RECOMMEND THAT WE ACCOMPLISH THIS WORK IMMEDIATELY.

PARSON
DJ
17.03.

REFERRED TO
Porter-Cooper
By Asst. State Hwy. Engr.

NOTED
FORREST COOPER

RECEIVED
OCT 24 1966
FOR FILING

October 24, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 12, covering constructing a reinforced retaining wall on the Cusan-Pubbs Ranch Section of the Old Oregon Trail Highway in Baker County, Contract No. 6729 in connection with Federal-Aid Project No. I-80N-7(15)320.

This wall is necessary to retain raveling material at a chute in the face of Baleen Point. Following the project completion, a permanent wall is to be installed.

This work was tentatively recommended for approval by the BPR Area Engineer and the field was authorized to proceed October 11, 1966 as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:ak

RECEIVED
OCT 17 1966
FOR FILING

I-8CN-7(15)320
6729

October 17, 1966

1076K

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: OS-35.6, Inspection-in-Depth
Report of Structure Project
Oxman-Hubbs Ranch Section
Old Oregon Trail Highway
Oregon Project I-8CN-7(15)320

Dear Sir:

The following comments are in reply to your Inspection-in-Depth Report of source record documentation on the Oxman-Hubbs Ranch Section, structures portion only.

Item 1 - Office computations and reductions or original notes were not always dated and signed.

We agree that it is a good procedure to properly identify all office reduction notes in the original field books as to source and date. In certain instances, however, time and size of crew do not always make the procedure possible.

Item 2 - In the notes for structural excavation quantities, the actual footing thickness, or bottom of excavation, was not noted.

Our instructions are to measure and record information from which structural excavation can be computed accurately. If the top of the footing is used as a reference, the measurements for the depth of footing should be included in the notes as you recommended.

Item 3 - Your suggestion that the required bearing be shown in the pile record books is a good suggestion but is not a violation of our present instructions. The practice of showing the plan bearing in the space for indicated bearing is a violation of our instructions.

Item 4 - Records are not being kept of yield test results of concrete pours.

Our present instructions to field personnel require yield tests for concrete. This shortcoming should be overcome on all projects.

Item 5 - You suggested that the Resident Engineer be routinely furnished with design data that is not shown on the plans relative to actual footing pressures and pile loads.

The design information relative to foundations is not necessary for the construction of the project. When conditions are encountered other than indicated on the plan, the Resident Engineer is obliged to review the conditions with his supervisor.

SUMMARY - Discrepancies brought out as the result of this inspection are being pointed out to all concerned so that the proper corrections will be made.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. M. Young
A. A. Rear
A. F. Parson
G. M. Hopkins

KLB:fp srb

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: September 22, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section - Old Oregon Trail Highway
Inspection-in-Depth Report No. 35-66-EID-(23)23

Attached is an Inspection-in-Depth report on Structure Project Source Record Documentation for Contract Item Payment. This is the second inspection of a Statewide inspection-in-depth.

As with the previous inspection, it was found that structure records are currently being maintained in an acceptable manner. Several small items were found and steps were taken to make corrections in the field. Five finding are listed in this report, of which several are similar to ones previously reported.

We request that you advise this office of remedial actions taken or contemplated in connection with the deficiencies noted in this report.

Enclosure

RECEIVED

Morgan Young 9-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

#35-66-FID(23)23

FORM P.R-33D (REV. 10-65)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

cc (OSHD(Klaboe)
Region (3 cys)
Wash DC thru Region
Nichols, Area Engr

File 439
Admin Mgr

rc

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker	I-80N-7(15)320

DATE OF INSPECTION	PHASE(S) INSPECTED
8-23/24-66	Structure Project Source Record Documentation for Contract Item Payment (Phase 23)

INSPECTION MADE BY	IN COMPANY WITH
R. W. Pillsbury, Bridge Engineer	R. A. Nichols, Area Engineer G. N. Hopkins, Resident Bridge Engineer, OSHD

REPORT PREPARED BY

R. W. Pillsbury, Bridge Engineer

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☒ OTHER (Specify) Signing

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Rogers Construction Company Portland, Oregon	$ 3,684,689.90
	PROJECT STATUS (% comp.) 65

LOCATION

Oxman - Bubbs Ranch Section, Old Oregon Trail Highway

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

(Part of a Statewide Inspection-in-Depth)

OXMAN - BUBBS RANCH SECTION
OLD OREGON TRAIL HIGHWAY

A. SCOPE OF INSPECTION

This inspection report is the second unit of a Statewide inspection-in-depth of source record documentation on structure projects. Although this construction project includes other phases, this report is concerned only with the structural work.

The inspection followed a prepared guideline which was completed and is on file in the Division office. The inspection included a review of office records and field books covering all the structural items. The materials reports for each item, or component thereof, were also reviewed. Quantity calculations and progress estimate computations were reviewed. The completed work was inspected and concrete sampling procedures witnessed.

(more)

EDITION OF (8-64) IS USABLE

B. FINDINGS AND RECOMMENDATIONS

1. Finding

The field books were generally very complete and contained all required original information. Reductions, extensions, checks, and computations which were done later, usually in the office, were not always dated or signed or otherwise identified.

Recommendation

That all work in the field books be identified as to origin and dated. A rubber "checked by" stamp would be useful.

2. Finding

The structural excavation quantities are based on a volume between the original ground section and an elevation taken on top of the footing, less the plan thickness of the footing. The actual footing thickness, or bottom of excavation, was not noted.

Recommendation

That either the bottom of the excavation or footing thickness, as is measured in the field, be recorded.

3. Finding

The pile driving records listed the hammer being used and the final penetration per blow and the required bearing. The required minimum penetration per blow was not shown, nor was the actual indicated bearing recorded. In fact, the plan bearing was being recorded in the space in the pile book meant for the indicated bearing.

Recommendation

That the maximum penetration per blow to attain the desired bearing with the hammer being used be shown at least in the front of the pile book and the actual indicated bearing for each pile be shown. The first will enable a substitute inspector to take over without chance of error; the second allows a quick review of the pile driving results.

4. Finding

Slump, air, and compressive strength tests were made of selected concrete pours. The engineer stated that yield tests were informally made, but no records were kept of the results.

(more)

Recommendation

That yield tests be periodically made to determine yield and cement content and the records of the results be maintained.

5. Finding

The Resident Engineer was not being routinely furnished with design data not shown on the plans relative to actual footing pressures and pile loads.

Recommendation

That this information be distributed to the Residents routinely for their use.

C. GENERAL COMMENTS

This inspection, as the previous one, brought out the fact that there has been a substantial improvement in source recordkeeping on structure projects. Several of the above findings were minor and assurances were made that corrections would be made.

It should be noted that on this project there were record samples for not only concrete, but also cement and concrete aggregates. These latter two materials have often been neglected on other projects.

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 11, 1966

File Ref. D 9416 - 32 - 1

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

NOTED
E. B. KLABOE

Dear Sir:

This is to confirm recent conversations with my office relative to the Highway Department permitting its Contractor, ROGERS CONSTRUCTION, INC., to load shots on one day and hold them over until the next day before firing, in connection with blasting work on reconstructing the Old Oregon Trail Highway, Oxman - Bubbs Ranch section.

As advised, Union Pacific Railroad Company is definitely opposed to being forced to operate trains through an area where the State permits a practice of this nature. Over the past several years the Railroad has experienced blasting operations on and near its right-of-way, conducted by numerous contractors working for various Public Agencies and, to my knowledge, this is the first time a procedure of this sort has been approved by the Agency responsible.

On the other hand, the U. S. Army Corps of Engineers recognizes the risks involved in this situation and, for your information, photocopies of pages covering blasting, from their Manual "General Safety Requirements," EM 385-1-1 dated 13 March, 1958, are attached. You will note that the practice is specifically forbidden in Subsection 22-13 on page 86.

RECEIVED
OCT 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

#2 - Mr. F. D. Morgan Oct. 11, 1966

In view of the foregoing, the situation has been referred to our Management for consideration and presumably you may expect to hear more from us on this matter in the near future.

Very truly yours,

W. D. Johnson

enos.

Copies to: FD Morgan
AF Parson
LV Blackwelder
JW Valentine

10-14-66
E

MANUALS—CORPS
OF ENGINEERS
U. S. ARMY

EM 385-1-1
13 MARCH 1958

SAFETY

GENERAL SAFETY REQUIREMENTS

shall be provided each man entering the shafts. This lifeline shall be separated from any line used to remove materials excavated from the bell footing. (See sec. VII, VIII, and IX for other appropriate requirements.)

21–12. Tunneling shall be performed in accordance with local, State, and Federal laws, as applicable, and Bulletin Number 439, Bureau of Mines, U. S. Department of Interior (Essential Safety Factors in Tunneling). See reference listing, also paragraph 8–12 for additional requirements.

Section XXII

BLASTING

GENERAL

22–1. The transportation, handling, storage, and use of dynamite and other explosives shall be directed and supervised by a person of proven experience and ability in blasting operations. These operations shall be in accordance with the following requirements and applicable local, State, and Federal laws.

22–2. Permission shall be obtained from the Government representative in charge before any explosives are brought on the job.

22–3. All blasts shall be fired electrically with an electric blasting machine or properly designed electric power source, except as provided in paragraphs 22–17 and 22–18.

22–4. Where detonating cord is used as the detonating agent, the detonation cord shall be fired with an electric blasting cap, except as provided in paragraphs 22–17 and 22–18.

22–5. Delay electric detonators or detonating cord connectors shall be used for all delayed blasts.

22–6. Waterproof electric blasting caps or detonating cord shall be used for subaqueous blasting.

22–7. All operations involving the handling or use of explosives shall be discontinued and personnel moved to safe area during approach or progress of either a thunderstorm or severe dust storm.

22–8. Blasting machines and electric power sources used for firing shall be known to be in good condition and of sufficient capacity to fire all charges. For blasting machines the following performance rating shall apply—Blasting machines shall fire without failure at least five times in succession, two electric blasting caps in series, through resistance as follows:

75 ohms for 10 cap machines.
144 ohms for 30 cap machines.
208 ohms for 50 cap machines.
320 ohms for 100 cap machines.

22–9. When energy for blasting is taken from power circuits, the voltage shall not exceed 550 volts. The wiring and controlling arrangements shall conform to the following:

a. The blasting switch shall be an Underwriters' approved, enclosed, externally operated double-pole double throw switch, which when locked in the open position will short circuit the leading wires. The switch shall be installed at the location where the firing is to be controlled.

b. A "safety" switch of the same type as the blasting switch shall be installed between the blasting switch and the firing circuit and lead lines, at a distance not to exceed 6 feet from the blasting switch.

c. Both the safety switch and the blasting switch shall be locked in the open position immediately after firing the shot and before any person is permitted to return to the blasting area. Key to the switches shall remain in the possession of the blaster at all times.

22–10. Rubber covered or other adequately insulated copper wires in good condition shall be used for firing lines and shall have solid cores of appropriate gage. Sufficient firing line shall be provided to permit the blaster to be located at a safe distance from the blast. Single conductor lead lines shall be used.

22–11. Blasting operations in the proximity of overhead power lines, communication lines, utility services, or other structures shall not be carried on until the operators and/or owners have been notified and precautionary measures deemed necessary for safe control have been taken.

22–12. Blasting operations in or adjacent to coffer dams, piers, or underwater structures, shall be carefully planned with full consideration for all forces and conditions involved.

22–13. All holes loaded on a shift shall be fired on the same shift.

22–14. The use of black powder is prohibited.

22–15. Only Fume Class I explosives shall be used in tunnel and underground blasting operations.

22–16. Mobile type radio transmitters shall be prohibited within 100 feet of any electrical blasting caps or electrical blasting system.

22–17. Electrical blasting operations or storage of electrical detonators shall be prohibited in vicinity of radio frequency (RF) transmitter stations except where the clearances given in table below can be observed.

Transmitter power (watts)	*Minimum distance (feet)*
5–25	100
25–50	150
50–100	220
100–250	350
250–500	450
500–1,000	650
1,000–2,500	1,000
2,500–5,000	1,500
5,000–10,000	2,200
10,000–25,000	3,500
25,000–50,000	5,000
50,000–100,000	7,000

22–18. When necessary to perform blasting operations at distances less than those shown in table, detonating type fuse shall be used with a nonelectric cap or primer.

TRANSPORTATION OF EXPLOSIVES

22–19. Vehicles used for the transportation of explosives shall not be loaded beyond rated capacity and the explosives shall be so secured to prevent shifting of load or dislodgement from the vehicle in transit. In all open-body types of vehicles

the explosives shall be covered with a fire-resistant tarpaulin.

22–20. All vehicles transporting explosives shall be marked with reflectorized placards on both sides and ends with the word EXPLOSIVES in white letters not less than 8 inches high on a red background.

22–21. Blasting caps or other exploders shall not be transported in the same vehicle with other explosives.

22–22. All vehicles used for transportation of explosives shall be in charge of and operated by a person who is physically fit, careful, reliable, able to read and write the English language, and not addicted to the use of intoxicants or narcotics.

22–23. No metal, metal tools, carbides, oils, matches, firearms, electric storage batteries, flammable substances, acids, or oxidizing or corrosive compounds shall be carried in the bed or body of any vehicle transporting explosives.

22–24. Vehicles to be used in the transportation of explosives shall be in good repair. When steel or part steel bodies are used, fire-resistant and nonsparking cushioning materials shall be employed to separate the containers of explosives from the metal.

22–25. Vehicles transporting explosives shall be equipped with not less than two fire extinguishers, placed at strategic points, filled and ready for immediate use, and of a make approved by the National Board of Fire Underwriters for class B and C fires.

22–26. A vehicle containing explosives shall not be taken into a garage or repair shop or parked in congested areas or stored overnight, or at any other time, in a public garage or similar building.

22–27. All vehicles shall be checked before transporting explosives and all electric wiring completely protected and securely fastened to prevent short circuiting.

22–28. Vehicles transporting explosives shall be operated with extreme care and shall not be driven at a speed greater than 35 miles per hour. Full stops shall be made at approaches to all railroad crossings and main highways and the vehicle shall not proceed until it is known that the way is clear.

RECEIVED
OCT 14 1966
FOR FILING

Form CO-121 (11-63) (Pres. by A.O. 208.10)

UNITED STATES GOVERNMENT

Memorandum

Rohde

I-80N-7(15)320
6729

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 6, 1966

In reply refer to: 08-35.7/411.21

SUBJECT: Oregon Project I-80N-7(10)320
Oxman to Bubbs Ranch Section
Parcel 36098, L-4776 Shook

We have received a request from our Western Counsel, Mr. H. E. Cunningham for additional information concerning Assistant Counsel Frank C. McKinney's letter of September 7, 1966 on the above-mentioned subject. Mr. Cunningham has noted that your legal settlement of this case consisted of $1,500 for the property acquired, plus the cost of an irrigation pipe, but he could find nothing in your submission which explained the basis for the cost of the land acquired and the cost of the pipe. Specifically, he wishes to know how the amount of the settlement was arrived at, and if the installation of the pipe was in mitigation of severance damages; what was the estimated amount of the severance damages which led your Department to settle the case. If you will forward this information to this office, it will be sent on to the Western Counsel for further consideration.

Mr. McKinney's letter indicated "also enclosed is a copy of the State's report of settlement which was in the file at the time the settlement was concluded and prepared by the trial attorney." At the time we reviewed the parcel file we did not find the comments noted in the report of settlement. We can only conclude that either we missed the report or it had not been filed on the date we made our review.

orig to Rohde 10-10-66
copy to Young 10-14-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 50M 4-66

RECEIVED

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

J. 7 1.
6724

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 26, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Maintenance of Way Equipment Damage - August 17, 1966
Vicinity of Railroad M.P. 372.76 at Nelson, Oregon
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320 - Contract No. 6729
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This will acknowledge receipt of your letter dated September 21, 1966, regarding your proposal to present a bill for damage when your costs have been determined.

NOTED
F.B. KLAB

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

TWL:bjm

cc: F. B. Klaboe (w/copy of UPRR letter)
L. H. Young (w/copy of UPRR letter)

RECEIVED
SEP 27 1966

[illegible] RAILROAD COMPANY
TRANSPORTATION DIVISION
[illegible]

[illegible] PORTLAND, OREGON 97227

File: D 9416 - 32 - 1

[illegible]
[illegible]

Mr. [illegible]
[illegible] Utilities Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Birchfield,
Utilities Liaison Engineer

Dear Sir:

Corvallis-Albany Ranch Section, Old Oregon
Trail Highway -- [illegible] Co. Contract No. 6729
Project F-OOM-7(15)320

We wish to advise that due to blasting operations of the State's contractor, Rogers Construction, Inc., on the above named project, Railroad Maintenance of Way equipment was damaged at about 8:25AM Standard Time on August 17, 1966 in vicinity of Railroad M.P. 372.76 at Nelson, Oregon.

Consequently, it is expected that a bill will be presented to cover the Railroad's cost when determined.

Will you please acknowledge receipt of this letter.

Yours very truly,

W. G. Johnson

[illegible] RECEIVED [illegible]
[illegible]

SEP 14 1966

I-[illegible]7(1[illegible])

.LGM 6727

LAG CON 54 9-13-66 1-17

COULTER

RE YOUR TT 107 YESTERDAY CONCERNING PRICE ADJUSTMENT ON NELSON POINT MATERIAL /OXMAN-BUBBS RANCH CONTRACT 6729/ WE ARE GOING AHEAD WITH PROCESSING OF THE EXTRA WORK ORDER AS SUBMITTED.

BOND
RWP.

CON LAG 107 9-12-66 245P

BOND

ROGERS CONSTRUCTION CO ADVISES THEY WILL NOT APPROVE PRICE AGREEMENT FOR THREE CENTS ADDITIONAL PER CUBIC YARD AT NELSON POINT. THEY WANT FIVE CENTS. SUGGEST WE GO ON FORCE ACCOUNT BASIS. DO YOU AGREE.

IF YOU WISH TO INVESTIGATE FURTHER, WE CAN PROBABLY GET CONTRACTOR TO SIGN PA FOR FIVE CENTS FOXXX AND ELIMINATE ANY POSSIBLE CLAIMS FOR WORK AT THIS LOCATION.

COULTER
DJ

RECEIVED
SEP 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

17.

Form E-800—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 8 1966
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oxman-Bubbs Ranch Section — Date July 12, 1966

Highway Old Oregon Trail — Contract No. 6729

County Baker — Prefix 601-1058

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Oregon — Order No. 11

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Reimburse the contractor for increase in wages brought about by changes in labor contracts. Reimburse the contractor for expenses incurred in moving a drill and compressor from the job and return.

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract for this project.

This order will increase the cost of the project by $7,540.55

Location by station numbers:

1390 - 1426

Estimate of quantities and cost:

Increase in Operating Engr. wages	$2,960.00
" " Laborers "	2,332.00
" " Teamsters "	855.00
Moving drill and compressor	410.00
Allowance 15%	983.55
Total	$7,540.55

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The contractor was prevented from working at Nelson Point due to delay in availability of the work area thus extending their working time into the increased wage period.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,329,776.13	
Present estimate of project cost, including $7,540.55 for work under this order	$4,230,000.00	
Expected under-run ~~over-run~~ amount	$99,776.13	
Expected under-run ~~over-run~~ per cent	2.3	

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ F. D. Morgan, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, ~~Assistant State Highway Engineer~~ or Office Engineer. 10-19-66

SP*22877-734

RECEIVED
SEP 1 - 1966
FOR FILING
I-80N-7 (15) 320

6127

945

August 31, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Re: BPR Inspection-in-Depth on Record Sampling
Oxman-Bubbs Ranch Section, Project I-80N-
7(15)320

As requested in your letter of August 12, following are comments on the findings and recommendations as related in the Inspection-in-Depth report concerning Record Sampling on the Oxman-Bubbs Ranch Section of the Old Oregon Trail Highway.

Finding No. 1: It is gratifying to hear that the procedures for progress and record sampling have been found to be good in Division 5 with exception of minor deficiencies.

Finding No. 2: The report notes that in the case of cement and concrete aggregates, record sampling was not being given the same treatment as other items, in that Division personnel assigned to the record sampling were not being informed by the Bridge Engineers when their work was ready for sampling. Steps will be taken to advise both Division and Bridge Engineers of the necessity to see that the record samples are taken in the same manner as other sampling is accomplished.

Finding No. 3: The revised minimum frequency schedule for field progress and final record sampling is virtually complete and will be sent to the field in the near future. This clarifies and revises a few portions of the present schedule to incorporate the items as set forth in your letter of June 4, 1964.

Finding No. 4: This regards some experienced shortages in personnel and equipment. We also believe that the work load has been higher this construction season and should ease off next year.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson
L. H. Young

JHW:fp srb

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 12, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-80N-7(15)320
Oxman - Bubbs Ranch Section
Inspection-in-Depth (Record Sampling)
(Segment of Statewide Inspection-in-Depth)

Attached is an inspection-in-depth report on progress and final record sampling procedures on subject project. The findings and recommendations are outlined in the report, some of which were discussed, and corrective action initiated, during the field inspection.

May we have your comments on the findings and recommendations.

Enclosure

8/19/66
TO Morgan
FOR R/D Reply direct to Parsons
ACTION TAKEN
L. E. YOUNG

RECEIVED
AUG 16 1966
OFFICE ENGINEERING

Rpy to Young
Wsent
8-18

Routing
Morgan
Docker
Bond
Barbee
Walker

RECEIVED
AUG 10 1966
CONSTRUCTION
DIVISION

RECEIVED
AUG 10
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-66-[illegible](5)20

FORM PR-33D (REV. 10-65) CC:OSHD(Klaboe) Region (3 cys) Wash DC thru Region File 439 Admin Mgr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker	I-80N-7(15)320

DATE OF INSPECTION	PHASE(S) INSPECTED
7-6/8-66	Progress and Final Record Sampling

INSPECTION MADE BY
Glenn K. Hossner, Area Engr
John J. Hegmann, Area Engr

IN COMPANY WITH
R. A. Nichols, Area Engr, BPR
A. Shirley, Asst Div Engr, OSHD
B. Brooks, Asst Res Engr, OSHD
G. Hopkins, Bridge Engr, OSHD
G. Cochran, Div V Geologist, OSHD
H. Eckstein, Div V Inspector, OSHD

REPORT PREPARED BY
G. K. Hossner and J. J. Hegmann

PROJECT INCLUDES

☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☒ MAJOR STRUCTURES ☐ OTHER *(Specify)* _____

CONTRACTOR *(Name and address)*
Rogers Construction, Inc.
Portland, Oregon

CONTRACT AMOUNT
$ 3,684,689.90

PROJECT STATUS (% comp.)
50%

LOCATION
The northerly end of the project is located approximately 25 miles southerly of Baker, Oregon in Baker County. The southerly end is located approximately 3.5 miles southerly of Durkee. The new alignment generally parallels existing U. S. 30.

REPORT FORMAT: (1) SUMMARY OF FINDINGS; (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

OXMAN - BUBBS RANCH SECTION
INTERSTATE 80 NORTH
Part of Statewide Inspection-in-Depth

A. SCOPE OF INSPECTION

This inspection covered progress and final record sampling on subject project. The inspection included a comprehensive review of progress and final record sample results on this project, as well as progress and final record sampling procedures for Division V.

B. FINDINGS AND RECOMMENDATIONS

1. Finding

Division V's procedures relative to progress and final record sampling appeared to be very effective, and with exception of several minor deficiencies (listed below), adequately fulfills the intent of PPM 20-6.2.

Recommendation

None.

(more)

EDITION OF (5-64) IS USABLE

2. Finding

The frequency of progress and final record sampling was being accomplished in accordance with the State's minimum frequency schedule, with exception of cement and concrete aggregates. Procedures had not been implemented whereby structure work, being handled by a Bridge Resident Engineer, receives the same record sample treatment by the Division Geologist as do the other project items.

Recommendation

Provisions for obtaining necessary record samples of applicable structure materials should be implemented. These samples could be obtained by the State's record sample crew in the same manner as other items are handled. The Bridge Resident Engineers should be instructed to advise their Division office when their work is ready for record sampling.

3. Finding

The revised minimum frequency schedule for record samples, which was sent to the State by our letter of June 4, 1964, has not been transmitted to the field. The State advises that the revised schedule is being made a part of the new field testing manual which has been scheduled for release to the field for some time. The new schedule mentioned above clarifies and revises portions of the schedule currently included in the existing field testing manual.

Recommendation

The new schedule sent to the State by our letter of June 4, 1964 should be put into effect immediately. It may be necessary to issue this to the field prior to release of the new field testing manual.

4. Finding

Minor equipment and personnel shortages were being experienced in the area of record sampling due to the higher than normal number of State projects under construction this season. This is expected to be only a one-season occurrence and the workload should return to normal next year.

Recommendation

None.

(more)

5. Finding

Failing embankment density tests originally intended as final record tests are used for and reported as routine job control tests, not as record tests. After the contractor has corrected the deficient area with more compactive effort a final record test is taken and reported as such.

Recommendation

A test initiated as a record test should be reported as such regardless of whether or not it passes or fails to meet specification requirements. If a deficiency represented by a record test is subsequently corrected and another record test taken, the two tests should be cross-referenced and both reported as record tests, with appropriate notation.

FORM E-125X SOM 4-66

RECEIVED
AUG 29 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. [illegible]
PORTLAND

I-X0N-7(15)320

6-1-1

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 25, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Communication Line Damage - August 17, 1966
Vicinity of Railroad MP 371
Oxman-Bubbe Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320 - Contract No. 6729
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This will acknowledge receipt of your letter dated August 23, 1966, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

TWL:bjm

cc: F. B. Klaboe (w/copy of UPRR letter)
L. H. Young (w/copy of UPRR letter)

[illegible]
SEP 2 [illegible]
State [illegible]

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

AUGUST 23, 1966

(File Ref. D 9416 - 32 - 1)

U. S. CERTIFIED MAIL -
Return Receipts Requested (3)

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peck
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 25 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Oxman-Bubbs Ranch Section, Old Oregon
Trail Highway -- State Contract No. 6729
Project I-80N-7(15)320

Wish to advise that as a result of work at Nelson Point between Baker and Huntington, Oregon in vicinity of Railroad's MP 371 by State Contractor, Rogers Construction Inc., under the above-captioned project, Railroad's communications were interrupted on AUGUST 17, 1966.

It is expected that a bill will be presented to cover the Railroad's cost in this connection when determined, and will you please acknowledge receipt of this letter.

Very truly yours,

W. G. Johnson
2180

cc: Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Wash. 90210

RECEIVED
AUG 11 1966
FOR FILING

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6729

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 8, 1966

In reply refer to:

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section, Old Oregon Trail Highway
State Force Work Order No. 8
Est. Amount - $1,750.00 Fed. Participation - $1,575.00

Oregon Project I-80N-7(18)341
Lime-Malheur County Line Section, Old Oregon Trail Highway
State Force Work Order No. 2
Est. Amount - $2,073.60 Fed. Participation - $1,866.24

Reference is made to Mr. Young's letters of June 22, 1966 and July 12, 1966, concerning the subject orders.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be inconformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of paragraph 6d of PPM 21-15.

Subsequent to the dates of your requests, agreed unit prices for striping were determined. Federal participation will be based on these agreed unit prices.

REFERRED TO
Young Wilhelm.
By Assr. State Hwy. Engr.
8-10-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-106—8M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUN 5 1966
G. L. Woodson
Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 8

Project Name Oxman-Bubbs Ranch Section Date June 13, 1966

Highway Old Oregon Trail Contract No. 6729 F. A. Project No. L-80N-7(15)320

County Baker Prefix 601-1058 Account No. 278-08

Description of Work To Be Done:

Apply permanent pavement striping throughout the project as required.

Location by Station Numbers:

989+60.56 to 1330

Estimate of Quantities and Costs:

Approx. 6 miles of 4-Lane plus interchange	$1,750.00

Explanation:

This work is not called for in the contract.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $1,750.00 for work under this order	$4,230,000.00
Expected under-run (amount)	$ 99,776.13
Expected under-run (per cent)	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr. Ass't Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer or Assistant State Highway Engineer or Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing:

RECEIVED
JUL 22 1966
FOR FILING

I-80N-7(15)230

6729

July 21, 1966

Mr. W. Ray Rogers
Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

828K

Dear Mr. Rogers:

Re: Contract No. 6729
Orman-Dubbs Ranch

We have received your recent letter setting forth the estimated additional cost to perform the excavation work at Nelson Point.

The information has been thoroughly analyzed and communication made with the Bureau of Public Roads concerning it. We have instructed our field people to contact you further in this regard.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:rb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe (FBK 828)
F. D. Morgan (Att: John Bond)
A. F. Parsen

FORM BH-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1966

B/vp
7#15

SUBJECT: Assignment FBK 828
Oxman-Bubbs Ranch
Nelson Point

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

NOTED
F. B. KLABOE

To properly analyze the estimate of extra costs which the contractor sets forth in his June 15 letter, some checking in the field is required.

The $14,528.00 figure the contractor presents is higher than we had expected and amounts to approximately 6 cents per cubic yard. There are some questionable items, such as the full-time timekeeper. It will take some time to work out justification for a price agreement. We may find it easier to just follow a force account procedure keeping track of the actual labor and equipment employed and make a lump-sum price adjustment at completion based on the actual costs. The work is in an early stage and hasn't got up to production yet.

We have been unable to get a clear commitment from the Bureau of Public Roads as to their participation. The attached May 26 memo covers the response from the Bureau of Public Roads District Engineer. On June 22 I talked to the Area Engineer and was advised that Bureau of Public Roads will probably participate in a justifiable price adjustment in this instance but that they will attempt to avoid a similar situation on other jobs in the future by being more specific about utility and right of way delays in their PS&E approval. We could probably bring it to issue sooner with Bureau of Public Roads by just submitting an extra work order to them for approval. The Cost Analyst recommends this method of handling the situation and we are instructing the field to do so.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

Attachment

cc: A. F. Parson

RECEIVED
JUL 1 1966
OFFICE
STATE HIGHWAY ENGINEER

W. RAY ROGERS • DONALD ROGERS • GENERAL CONTRACTORS • Tel. 803 [illegible] 5617

Morgan
Dacher
Reed
Parboe
Walker
Swan

RECEIVED
JUN 2 1966
CONSTRUCTION
DIVISION

Olson

ROGERS INC.
CONSTRUCTION CO.
11760 N. E. GLISAN STREET
PORTLAND, OREGON 97220

June 15, 1966

Mr. Fred Klaboe
Asst. Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Subject: Contract No. 6729
Oxman-Bubbs Ranch

Dear Mr. Klaboe:

We wish to bring to your attention the problem we have on the above contract, namely, the excavation on Nelson Point.

Our contract stated that this area would be available for us December 31, 1965 as per Revision Letter No. 2. We were notified by the Resident Engineer on April 26, 1966, 116 days later, that this area was now available for work to proceed. Due to this long delay, we request an extension of time of 116 days on this contract, plus additional compensation in the amount of increase in labor wages brought about by changes in the labor contracts.

Below are the wage increases which will affect this work.

	Daily			
Opr. Engineers:	10 Hrs. x 5 Da.Wk.	40 Hrs. @ $.32	10 Hrs. @ $.48	
1 Supt.	10 " " "	80 Hrs. @ $.32	20 Hrs. @ $.48	
2 Foremen	9½ " " "	80 Hrs. @ $.32	15 Hrs. @ $.48	
2 Shovel Oprs.	9 " " "	160 Hrs. @ $.32	20 Hrs. @ $.48	
4 Cat Oprs.	9 " " "	80 Hrs. @ $.32	10 Hrs. @ $.48	
2 Loader Oprs.	9½ " " "	80 Hrs. @ $.32	15 Hrs. @ $.48	
2 Shovel Oilers	9 " " "	80 Hrs. @ $.32	10 Hrs. @ $.48	
2 Blade Oprs.	9 " " "	80 Hrs. @ $.32	10 Hrs. @ $.48	
2 Mechanics	9 " " "	80 Hrs. @ $.32	10 Hrs. @ $.48	
2 Service Oilers		760 Hrs.	$243.20	120 Hrs. $57.60
Laborers:	10 Hrs. x 5 Da.Wk.	40 Hrs. @ $.32	10 Hrs. @ $.48	
1 Powder Foreman	9 " " "	80 Hrs. @ $.20	10 Hrs. @ $.30	
2 Jackhammer Oprs.	9 " " "	80 Hrs. @ $.20	10 Hrs. @ $.30	
2 Drillers	9 " " "	80 Hrs. @ $.20	10 Hrs. @ $.30	
2 Chuck Tenders	9 " " "	160 Hrs. @ $.20	20 Hrs. @ $.30	
4 High Scalers	9 " " "	160 Hrs. @ $.20	20 Hrs. @ $.30	
4 Flagmen	(20¢)	560 Hrs.	$112.00	70 Hrs. $21.00
	(32¢)	40 Hrs.	$ 12.80	10 Hrs. $ 4.80
			124.80	25.80

Teamsters:

6 Truck Drivers	9 Hrs. x 5 Da.Wk.	240 Hrs. @ $.30	30 Hrs. @ $.45
2 Water Tk.Drivers	9 " " "	80 Hrs. @ $.30	10 Hrs. @ $.45
		320 Hrs. $96.00	40 Hrs. $18.00

1 Timekeeper $120.00 Week

On the basis of 3,000 yards per day, there will be at least 90 days work or 18 weeks, on a 5 day 9 hours basis, and an allowance should be made for additional two weeks due to lost time, traffic and flagging, etc., or a total of 20 weeks.

Opr. Engineers increase	760 Hrs. @ $.32	$ 243.20
	120 Hrs. @ $.48	57.60
Teamsters	320 Hrs. @ $.30	96.00
	40 Hrs. @ $.45	18.00
Laborers & Powder Foreman	560 Hrs. @ $.20	112.00
	70 Hrs. @ $.30	21.00
	40 Hrs. @ $.32	12.80
	10 Hrs. @ $.48	4.80

The summary of the above, in wage increases alone, is $565.40 per week.

20 Weeks x $565.40	$ 11,308.00
Timekeeper for 20 Wks. @ $120.00 per Wk.	2,400.00
Increase in Labor Costs	$ 13,708.00

In addition to the above, we moved in and out on the project, two drills and compressors from The Dalles to Baker at a transportation cost of $820.00.

With the above additional costs, we believe that an adjustment should be made on this work.

Very truly yours,

ROGERS CONSTRUCTION, INC.

W. R. Rogers

W. R. Rogers

WRR:ec

RECEIVED
JUN 17 1966
OREGON
STATE HIGHWAY COMMISSION

6-3-9-6-3

Salem, Oregon
May 25, 1966

Additional Compensation for
Nelson Point Material.
Siuslaw-Dubbs Branch
Contract 6720

TO THE FILE:

The matter of Federal participation in any price adjustment to cover additional contractor costs arising from delay in availability of the Nelson Point area has been discussed with Mr. Nichols and Mr. Brooks twice recently. Yesterday Mr. Brooks advised after a brief review of the P.S. & E. documents, particularly a September 17, 1965 Bureau of Public Roads letter and revision letter No. 2 which became a part of the contract special provisions, that this would have to be referred to the Regional Bureau of Public Roads office for a final decision after we made a specific request. Mr. Brooks indicated that he finds nothing to closely prevent Bureau of Public Roads participation and that his recommendation would "probably" be for partial [illegible].

John A. Bond
Staff Assistant

JABond:mh

cc: F. E. Klaboe
A. F. Hanson
L. M. Young

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

6-22

RECEIVED
JUL 27 1966
FOR FILING
I-80N-7(15)320
6729

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 15, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
R. L. POTTER

SUBJECT: Permanent Pavement Striping
SFO #8, I-80N-7(15)320 6729
Oxman - Bubbs Ranch Section
SFO #2, I-80N-7(18)341
Lime - Malheur County Line Section 6747

Mr. L. H. Young's letters dated June 22 and July 12 submitted State Force Orders for pavement striping on the subject projects.

We are returning the subject State Force Orders unapproved. If you wish to resubmit them, please include evidence that equivalent State Force seeding and mulching has been deleted from other specific Federal-aid Projects.

Enclosures

REFERRED TO
Young Wilmeth.
BY ASST. STATE HWY. ENGR.
7-19-66

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 15 1966
FOR

Form CD-121
(11-63)
(Pres. by
A.O. 20[illegible])

UNITED STATES GOVERNMENT

Memorandum

Modrin
Klabo

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-80N-7(13)320
6/29

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 13, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: C. J. Mathias
C. J. Mathias
Division Right of Way Officer

SUBJECT: Oregon Project I-80N-7(10)320
Oxman to Bubbs Ranch Section
Parcel 36098, L-4776 Shook

Our review indicates that a legal settlement was consummated with the property owner which provided for a payment of $1,500 plus the installation of a 24-inch metal pipe conduit at Station 1274+75 which will cost $2,200. The total settlement is $3,700 which substantially exceeds the review appraisal of $735. According to the appraisal, no damages were assessed the owner's remaining property because of the taking, except for the landlocking of 12.4 acres. We are unable to find any support in the file for a settlement that exceeds the review appraisal by $2,965. We are therefore unable to approve for Federal participation the cost of the conduit installation, or the additional monetary settlement above the review appraisal.

In accordance with current billing procedures, please transfer to a nonparticipating status the amount of $765 which is the difference between the monetary settlement and the review appraisal. If additional support can be offered for the $3,700 settlement, we will be happy to review your submission.

orig to Mathias
copy to Young
7-14-66

RECEIVED
JUL 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 4 - 1966
FOR FILING

REFERRED TO
Klaboe
By Construction Engineer

Cont
Rw
Old Outlet

Cache - Butte Ranch

Haul Test
Location 2

	F.E	Rogers	House	Pks	O'Neil	Gr. Durkin	Slat-Mc	Matusik	McNutt
Excavation	1.15	0.25	1.40	2.00	1.25	1.50	1.40	1.40	1.42
3/4 - 0	1.50	1.40	2.60	1.45	1.75	1.75	2.25	1.55	1.60
Base	1.55	1.45	1.66	1.75	2.13	2.13	2.35	1.65	1.79

Contractor

Exc.	2.17
3/4 - 0	2.36
Base	2.38

Rail Out - Next Contract - 1.25

Probable cost if Rogers does not remove $0.25

N/C

270,000 yds unclassified
.40
108,000.00

NOTED
F. B. KLABOE

Form 2-300—66

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 23 1966
Date _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Oxman-Bubbs Ranch Section — Date June 27, 1966

Highway Old Oregon Trail — Contract No. 6729

County Baker — Prefix 601-1058

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-7(15)320

Address 11760 N. E. Glisan St., Portland — Order No. 10

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Prepare the fill end slopes and construct concrete slab riprap on the 4 fill end slopes under the Durkee Interchange structures.

Location by station numbers:

1216+50 - 1219

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract for this project. Equipment rental rates are to be as per the current A.G.C.-State agreement.

This order will increase the cost of the project by $11,200.00.

Estimate of quantities and cost:

Materials	$6,000.00
Labor	5,000.00
Equip. Rental	200.00
Total	$11,200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $11,200.00 for work under this order	$4,230,000.00
Expected under-run / over-run amount	$99,776.13
Expected under-run / over-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff — Resident Engineer

Approval Recommended: /s/ G. L. Decker — Asst. Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter — Asst. Division Engineer

Approved /s/ L. H. Young — Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer

State Printing

Warrant 3-11-66

RECEIVED
JUN 23 1966
FOR FILING

I-80N-7(15)320

6729

June 22, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for State Force Work No. 3, Account No. 274 covering permanent pavement striping throughout project on the Oxman-Bubbs Ranch Section of the Old Oregon Trail Highway in Baker County, Contract No. 6729 in connection with Federal-Aid Project No. I-80N-7(15)320.

This work is necessary for the protection and guidance of the traveling public.

The contractor does not have the equipment or personnel to do this work. The State has trained personnel and specialized equipment to do the work more economically and expeditiously than by separate contract.

This work was tentatively recommended for approval by the Area Engineer June 20, 1966; your approval as of that date, under the provisions of PPM 21-6.2, on actual cost basis, is requested.

The estimated amount of the Order is $1,750.00 with Federal participation of $1,575.00.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT: ls

RECEIVED
JUN 17 1966
FOR FILING
I-RIN-7(15)320
6729

767K

June 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Communication Cable for Union Pacific Railroad, Communication Line Adjustment, Cuman-Bubbe Ranch Section, Old Oregon Trail Highway, Baker County
Project No. I-RIN-7(15)320

Dear Sir:

This is in reply to your letter of May 27 concerning this subject.

Item 1:

As you know, we have not received an agreement from the Railroad on this section. The Railroad will formally agree to handling the work in this manner either in the body of the agreement or in the cover letter transmitting the agreement to the State.

Item 2:

This is covered in Mr. Litchfield's letter of May 11.

Item 3:

The above-mentioned railroad agreement or cover letter will stipulate that the cable is the property of the State and will be salvaged by the Railroad Company for the State.

Item 4:

Subsequent to the award of this contract, the Railroad indicated that there would be a waiting period of from 30 to 40 weeks before they could expect delivery of the necessary communication cable. Inasmuch as the contractor's operation called for use of this area, and the possibility of a claim against the State if the area was not made available to them in the near

future, the State made an investigation to find if the cable could be purchased from another source. After considerable research, one source was found. This was the Automatic Electric Company of Portland who indicated that they had sufficient quantity of suitable cable available from Denham, Texas. To our knowledge this was the only cable of this type available at that time. Therefore, the State made arrangements to purchase the cable and have it shipped to the site for installation by the Railroad.

We feel that this was in the public interest, since we were able to purchase the cable at a cost slightly under that quoted by the Railroad. It was, to our knowledge, the only cable available at that time. By supplying it to the Railroad, we were able to avoid a delay which would have conflicted with the contractor's operation and probably caused a claim of a considerable amount.

We feel that this will comply with your request for more information. Your formal approval of this method of handling the matter is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
T. W. Litchfield

PGP:bjm srb

Form SD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 27, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-80N-7(15)320
Oxman - Bubbs Ranch Section
Union Pacific Railroad Company

A serious materials shortage caused deviation from the subject Railroad Agreement for the purchase, by your department, of materials necessary to reroute the railroad's signal facilities underground to reduce contractors delays. This action was verbally requested by your office and we tenatively concurred in this plan on April 1, 1966. Our tenative verbal concurrence was subject to:

1. An executed supplemental agreement or other evidence from the railroad showing their agreement to this work.

2. Evidence of fair and reasonable prices and support thereof.

3. A statement of the disposition of these State-owned materials and salvage credit or other plans when they are recovered from temporary use.

4. Sufficient data to allow us to make a finding in the public interest to allow use of this material, and to waive the requirement that this material must be obtained by competitive bidding.

Mr. Litchfield's May 11, 1966 letter appears to satisfy paragraph 2 and a portion of paragraph 4 above. Our formal approval will necessarily await resolution of the remainder of the above conditions.

dup to Litchfield
copy to Young
6-1-66

RECEIVED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-900—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

G-11

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date 1-9 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads
June 66

Project Name Oxman-Bubbs Ranch Section — Date June 1966
Highway Old Oregon Trail — Contract No. 6729
County Baker — Prefix 601-1058
Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-7(15)320
Address 11760 N. E. Glisan St., Portland, Oregon — Order No. 9

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and install 320 lin. ft. of 24" corrugated steel, 16 ga. uncoated pipe for a conduit to satisfy a right of way obligation on R/W 36098 (Shook-McCullough)

Location by station numbers:

1274+50

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract for this project. Equipment rental rates are to be as per the current A. G. C. -State agreement.

This order will increase the cost of the project by $2,200.00

Estimate of quantities and cost:

Materials and Freight	$1,600.00
Labor	300.00
Equip. Rental	300.00
Total	$2,200.00

RECEIVED
NOTED
F. B. KLINE
STATE HIGHWAY ENGINEER

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This pipe was not anticipated and will have to be shipped by itself. We have no bid item on 24" uncoated pipe.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 4,329,776.13
Present estimate of project cost, including $2,200.00 for work under this order	$ 4,230,000.00
Expected under-run amount	$ 99,776.13
Expected under-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond, for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

5-24-67

State Printing

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 3, 1966

Union Pacific Railroad Company
2525 North Lafrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Contractor's Haul Road Crossing
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Contract No. 6729
Project No. I-80N-7(15)320
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

In order to facilitate our contractor's hauling of rock and the moving of other heavy equipment at the Pritchard Creek Overcrossing, Rogers Construction Company, Inc. has submitted to us their application for a temporary grade crossing at your M.P. 366.74.

Attached you will find four (4) prints of a sketch map showing this proposed crossing.

The crossing will be constructed at right angles to the railroad on a 0.00% grade for a distance of 40' on each side of the railroad centerline as requested by your Engineer-Inspector. Our contractor has agreed to the following:

1. Furnishing and installing adequate drainage structures for Pritchard Creek east of the railroad and for Kirby's irrigation ditch west of the railroad.

2. Perform all the required grading and will place base rock as protection for railroad ballast.

3. Furnish 16' long timber planking for the crossing.

4. Remove the crossing after completion of the project.

5. Furnish cable so that the crossing may be closed when not used by the contractor.

You will be reimbursed for all of your expenses incurred in connection with this work. It is anticipated this will include the installation of the planking and the cost of flagmen or watchmen while the crossing is in use. It is anticipated that insurance now carried by the contractor will cover this additional work.

We request your approval of this crossing as proposed.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: F. B. Klaboe
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

RECEIVED
JUN 7 1966
OFFICE OF
STATE PUBLIC WORKS ENGINEER

RECEIVED
MAY 31 1966

FORM S-20X—SON—1-65 SP*19102-724

I-80N 7(15) 320
6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1966

SUBJECT: Additional Compensation for Nelson Point Material.
Oxman-Bubbs Ranch
Contract 6729

To: MEMO TO THE FILES

The matter of Federal participation in any price adjustment to cover additional contractor costs arising from delay in availability of the Nelson Point area has been discussed with Mr. Nichols and Mr. Brooks twice recently. Yesterday Mr. Brooks advised after a brief review of the P.S. & E. documents, particularly a September 17, 1965 Bureau of Public Roads letter, and revision letter No. 2 which became a part of the contract special provisions, that this would have to be referred to the regional Bureau of Public Roads office for a final decision after we made a specific request. Mr. Brooks indicated that he finds nothing to clearly prevent Bureau of Public Roads participation and that his recommendation would "probably" be for participation.

John A. Bond
Staff Assistant

JAB:nh

cc: F. B. Klaboe
A. F. Parson
L. H. Young

RECEIVED
MAY 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 25 1966
FOR FILING

J-80N-7(15) 3.0

6729

RECEIVED
MAY 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

CON PMT LAG 5-23-66 294 1115A

MORGAN
KLABOE

HAVE CHECKED WITH MCINROE OF ROGERS CONSTRUCTION CO WHO DOES NOT KNOW ABOUT THEIR DAMAGES FOR DELAY IN GOING INTO NELSON POINT. HE INDICATED THAT MR ROGERS WAS GOING TO BE IN CONTACT WITH MR KLABOE THIS DATE.

NOTED
F.B. KLABOE

COULTER
SP

RECEIVED
MAY 13 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320

6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Communication Cable for Railroad Communication
Relocation near Nelson Point
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320
Contract No. 6729

Dear Sir:

Herewith you will find one copy of a bill from Automatic Electric Company for 1,485 feet of 12 pair 19AWG D.S. Qualpeth FPA (721) cable at $224.64 per thousand feet, FOB Bonham, Texas. Mr. Glen Tabor of the Union Pacific indicated that the cost for cable they would have used would have been $310.00 per thousand feet plus freight charges.

The matter of the railroad having an estimated waiting period of 30 to 40 weeks for this cable has been discussed with your office on numerous occasions, and it was agreed that if the State could find another source of comparable cable it should do so. This lead to the ordering by the State of the cable from Automatic Electric Company. This bill will be paid by the State to the Automatic Electric Company as part of the cost of this railroad adjustment.

Your formal approval of this method of handling this matter is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

enc.

cc: F. B. Klaboe
V. L. Gallagher (2)

copy to Young
5-12-66

FORM E-127 — 500M 4-62

RECEIVED
MAY 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 9, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Extension of Hindmann Road
Grade Crossing
UPRR M.P. 366.21
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(15)320
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This is in reply to your letter of April 26, 1966 in which you presume that the State will proceed with an application to extend the proposed grade crossing at the above-captioned location from 32 feet to 48 feet.

I have been advised by our Division Office in LaGrande that after a study of the benefits to be derived from the proposed extension of this crossing, it has been decided that the cost of the extension is not justified.

Therefore, the crossing will be constructed as it is planned without change.

NOTED
F.B. KLABOE

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: F. B. Klaboe (w/copy of UPRR letter)
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

RECEIVED
MAY 1 1966
OFFICE OF
LAND SURVEY ENGINEER

apvd 5-10-66

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

April 26, 1966

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

1525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

D 9416-32-1

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Oxman - Bubbs Ranch Section, Old Oregon Trail Highway, Proj. I-80N-7(15)320 --

Dear Sir:

This office has been informed that the State desires to extend from 32 ft. to 48 ft. the Hindman road crossing at M. P. 366.21 on our main line near Oxman, Oregon which was authorized by the Public Utilities Commissioner's order No. 42321 of March 10, 1966 in conjunction with above-named highway project.

To date, however, no formal request from the State has been received in this office; but I presume this will be forthcoming and the State and the County are still willing to assume all costs of installation and maintenance as required by the commissioner's order. Will you please advise if my presumption is correct.

Yours very truly,

W. G. Johnson

Routing

Morgan	Peace
Decker	Merelack
Bond	Trout
Barbee	Scott
Walker	Will
Glenn	Litchfield
Swan	Olson

RECEIVED
APR 27 1966
CONSTRUCTION
DIVISION

RECEIVED
MAY 1 - 1966
FOR FILING

FORM E-30X—500M—1-65 SP*19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 28, 1966

To: MEMO TO THE FILES

SUBJECT: Oxman-Bubbs Ranch Section
Contract No. 6729
Nelson Point Material

Yesterday Mr. Klaboe requested a review of project specifications to determine whether there is basis to pay by Price Agreement or Extra Work Order some additional cost for removal of the remaining Nelson Point material, based on upcoming labor increases which are required as of May 1 and June 1 by labor contracts.

I believe this labor increase could be recognized legitimately under either of two standard specifications: Section 8-11, Right of Way Delays, provides "there shall be paid to the contractor such amount as the engineer may consider to be a fair and reasonable compensation" when the contractor sustains loss which could not have been avoided by the judicious handling of forces and plant, because of failure of the State Highway Commission to acquire right of way. It can easily be argued that the Nelson Point exclusion area comes within the intent of this specification.

Section 9-5, Payment for Changes and Alterations in Details of Construction, provides for additional compensation to the contractor if the character of the work or the unit cost thereof are materially changed by alterations in details of the work.

Section 4-2, which defines changes and alterations, does not mention time or the sequence of performing work, but I believe it can be argued that the delay that has occurred here should be considered a detail of construction.

This has been discussed with Mr. L. H. Young, who concurs in the above. I doubt that the authority for temporary suspension of work by the engineer as described in Section 8-6 would be an adequate defense against a contractor's claim for added costs in this case.

NOTED
F. B. KLABOE

A Special Provision (page 4) states that the contractor shall have no claims for damages or extra compensation in the event his work is held up by the work of railroad forces. The problem here is the reverse of this, however, in that a lack of work by the railroad has caused the delay.

A preliminary contact with the Bureau of Public Roads regarding participation in any added cost evokes a negative response. It would seem that from a purely economic standpoint, the loss of Federal participation in even a few cents per yard extra cost now would soon outweigh any likely increase in future unit bid prices for the remaining Nelson Point material. However, we would also have to get Bureau of Public Roads concurrence in the deletion of this material from the current contract.

John A. Bond
Staff Assistant

JAB:bjm

cc: F. B. Klaboe

X BOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
APR 28 1966

I-80N-7(15)320
6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1966

NOTED
F. B. KLABOE

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Communication Line Damage - April 14, 1966
(Vicinity of Railroad M.P. 366.75)
Oxman-Bubbe Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320 - Contract No. 6729
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This will acknowledge receipt of your letter dated April 25, 1966, regarding your proposal to present a bill for damage when your costs have been determined.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F. D. Morgan

F. D. Morgan
Construction Engineer

TWL:bjm

cc: F. B. Klaboe (w/copyof UPRR letter)
L. H. Young (w/copy of UPRR letter)

FORM 6-[illegible]

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

APRIL 25, 1966

File Ref. D 9416 - 32 - 1

CERTIFIED MAIL - Return Receipts Requested (3)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Oxman-Bubbs Ranch Section, Old Oregon Trail Highway - Contract No. 6729 --- I-80N-7(15)320

Wish to advise that as a result of work near Durkee, Oregon in vicinity of Railroad Milepost 366.75 by State's Contractor, ROGERS CONSTRUCTION, INC., under the above-captioned project, Railroad's communications were interrupted on APRIL 14, 1966.

It is expected that a bill will be presented to cover the Railroad's cost in this connection when determined, and will you please acknowledge your receipt of this letter.

Yours very truly,

W. G. Johnson

cc: Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon

McGovern-Carroll Company
P. O. Box 2151
Spokane, Washington 90210

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
APR 28 1966
CONSTRUCTION
DIVISION

Litchfield
Olsen

RECEIVED
APR 28 1966
FORM E-30 SOM 3-65 SP*6470-734
FOR FILING

I 2-7(c)
6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
April 26, 1966

Copies Pete

SUBJECT: Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

To: Rogers Construction, Inc.
11760 N. E. Glisan St.
Portland, Oregon

Attention Mr. Rogers

Dear Sir:

This letter is to confirm our telephone conversation of 1:30 PM today when I called you to tell you the railroad has completed the placing of all of their signal and communication lines underground at Nelson Point.

You may proceed with your work there at any time after the usual railroad flagging protection is arranged. We will keep in close touch with your local men in charge of this work and depend on them to keep us informed of your plans to resume work there.

In the absence of Mr. John Vardanega, I today also told Mr. Brady in your Durkee office that this underground cable work had been completed.

Very truly yours,

L. V. Blickenstaff

L. V. Blickenstaff
Resident Engineer

c/c Mr. Fred Klaboe
Mr. A. F. Parson
Mr. John Vardanega

RECEIVED
APR 29 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Morgan

FORM H-30 REV. 8-62 SP16470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Baker, Oregon
April 22, 1966

APR 25 1966

REC'D DIV. OFFICE LA GRANDE

SUBJECT: Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract 6729

To:
MEMO TO THE FILES

Mr. Jerry Chatwin, railroad communications line foreman, was in my office on Wednesday PM, April 20. He said they would have to dig the trench for the Comm. line at Nelson Point by hand and did not want a backhoe as they would require a backhoe owner to carry R.R. insurance if they rented a backhoe. I told him I had Withams backhoe lined up for this work but he refused it.

Thursday morning I saw Mr. Chatwin on the job and he said he had changed his mind and wanted a backhoe. He said he would put a R.R. inspector with the backhoe to keep him off the tracks and would not require the insurance.

Roger's backhoe was idle and I asked John Vardanega about renting it to the RR Co. He said Mr. McInroe had given orders that their backhoe was not to be used for this work at Nelson Point. I then arranged for Witham Bros. to take their backhoe to Nelson Point Thursday afternoon. I told him he would be working for the railroad and to bill them.

Previously Mr. McInroe told me by telephone that he wanted a letter to proceed when the lines were underground at Nelson Point. He said that when the Rogers Co. receive the letter they will go to Salem to determine who is to pay for the lost time caused by the delay in getting the cables underground. He further said they would do no work at Nelson Point until the matter of the delay costs was settled.

Cooper
Porter

L. V. Blickenstaff

L. V. Blickenstaff

Resident Engineer

c/c A. F. Parson

cc F.D.Morgan

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
APR 26 1966
CONSTRUCTION DIVISION

Plans
Scott
Litchfield

4-26-66
Copy to Klabal
per Morgan
BJM

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Continued upon [illegible] of plans [illegible] Original [illegible]

APR 18 1966

Dist. Engineer

U.S. Bureau of Public Roads

Project Name Oxman-Bubbs Ranch Section Date April 8, 1966

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N.E. Glisan St., Portland, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct extra fence panels at the bottom of natural gullies, abrupt depressions and waterways.

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract for this project. Equipment rental rates are to be as per the current A.G.C.-State agreement.

Location by station numbers:

Approx. 10 locations throughout the project.

Estimate of quantities and cost:

10 panels @ $20.00 . . . . . .$200.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

As per Article 740-5.1 of the Standard Specifications.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $ 200.00 for work under this order	$4,230,000.00
Expected under-run amount	$ 99,776.13
Expected under-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ H. S. Coulter, SSST Division Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer of Bridge Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer of Office Engineer.

SP*6391-734

Young 4-29-66

Form B-800—65K

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are [illegible]
April 5 1966
G. I. P. [illegible]
U.S. Bureau of Public Roads

Project Name Oxman-Bubbs Ranch Section Date April 8, 1966

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 NE Glisan St., Portland, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Refinish the fill slopes at Durkee Interchange where waste material from the cut at Station 1230 has been placed.

Location by station numbers:

Station 1210 - 1226 Lt. & Rt.

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract for this project. Equipment rental rates are to be as per the current AGC State agreement.

Estimate of quantities and cost:

Labor	$170.00
Equipment	330.00
Total	$500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The above-mentioned areas were picked as waste areas to dispose of excess material and to improve the appearance of the interchange. The contractor had previously finished these slopes and they will require a second finishing.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$4,329,776.13	
Present estimate of project cost, including $ 500.00 for work under this order	$4,230,000.00	
Expected under-run amount	$ 99,776.13	
Expected under-run per cent	2.3	

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond, For Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Asst. Division Engineer

Approved /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

State Printing

Glencoe 4-26-66

MAR 17 1966
FORM E-20 50M 10-65 SP*23401-734
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L. PORTER

Salem, Oregon
March 15, 1966

I-8 7(1) Exp
6729

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

SUBJECT: Pux 572 - Hindman Road G-Xing
Union Pacific Railroad Company
Baker County

Herewith I hand you a copy of Order No. 42321, issued by the Public Utility Commissioner, under date of March 10, 1966, relative to the above-titled matter.

Jack L. Sollis (ja)

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encl.

cc: F. B. Klaboe (1)
F. D. Morgan (2)
E. S. Hunter (2)
A. F. Parson (2)
R. N. Chase (3)
F. B. Crandall (1)
Ted Litchfield (1)

RECEIVED
MAR 16 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Order #42321

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-328

In the matter of the Application of THE STATE OF OREGON by and through its State Highway Commission for authority to construct a crossing at grade between relocated Hindman Road and the tracks and right of way of Union Pacific Railroad Company, 1-1/2 miles Southeast of Oxman, in the Northeast Quarter of the Southeast Quarter of Section 7, Township 11 South, Range 43 East, Willamette Meridian, in Baker County, Oregon.	ORDER

On August 4, 1965, the Applicant above named applied for authority to establish a railroad-highway crossing at the location and in the manner set forth above, alleging that such filing is made under the authority of ORS 366.205 and ORS 763.020.

It is further alleged that in connection with the reconstruction and realignment of a part of USHR 80N, and for the safety and convenience of the public, it is necessary to reroute and rebuild a portion of a Baker County road known as Hindman Road; that said rerouting will require the crossing of the tracks and right of way of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, its Lessee; that the estimated annual average daily volume of traffic over the crossing will be 20 vehicles and 16 trains per day; that because of the estimated light volume of highway vehicular traffic it would be impracticable and uneconomical to construct a grade separation structure, and that only those affected by the proposed construction are the Oregon-Washington Railroad & Navigation Company, its Lessee, Union Pacific Railroad Company, Baker County and Applicant.

Copies of the Application and the attached vicinity map and profile drawing, identified as Drawing No. 8B-33-7 and marked Exhibit "A", were forwarded to the County Court of Baker County and to the Superintendent and General Solicitor of the Oregon-Washington Railroad & Navigation Company and its Lessee, Union Pacific Railroad Company, which companies are hereinafter collectively referred.to as "Railroads."

In answer to Application, Railroads allege that the survey station location of the crossing and the average amount of daily train traffic thereover are different than set forth therein. Railroads also objected to certain details of construction and provisions for maintenance as proposed, and suggested certain alternates thereto as being more acceptable.

On December 7, 1965, Railroads filed a Motion for Leave to Amend Answer. Copies of the Motion were duly served upon all parties of record.

On December 23, 1965, Applicant filed its Reply to the Answer of Railroads, as proposed to be amended pursuant to the latter's Motion for Leave to Amend, stating no objection to the proposals set forth therein and expressly agreeing therewith. Applicant prays for the entry of an order in accordance with its Application and proposals set forth in Answer of Railroads, as proposed to be amended. The details of Applicant's and Railroads' proposals will be hereinafter set forth in more detail.

Railroads' Motion for Leave to Amend its Answer is granted and consideration will be given to the Application as related to Railroads' Amended Answer.

Baker County has made no objection to the proposals of Applicant and those of Railroads as related thereto.

Due and careful consideration has been given to the Application, to the related pleadings and to the record herein. Conditions in the field were found to be substantially as alleged. No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080 that are now unresolved. There is no apparent need for public hearing in this matter and the delays that would be occasioned and the expenses that would be incurred thereby are not justified. Good cause appearing, therefore, such public hearing will not be held.

Based upon the Application, the record and the review of conditions in the field, it is found that:

For the proper service and convenience of the public, Applicant proposes to reconstruct - to Interstate Highway System Standards - a section of the Old Oregon Trail highway in Baker County, which, after completion, will be denominated as USHR 80N. To better accommodate the public and to provide proper access to the newly constructed highway, it will become necessary to make certain changes in the Baker County highway system. Such changes will necessitate construction of a public thoroughfare or "highway" as defined in ORS 763.010 and a crossing of the track of Oregon-Washington Railroad & Navigation Company and Union Pacific Railroad Company, its Lessee, both of which are defined as "Railroads" in the same statute.

Applicant alleges that this will require the establishment of a railroad-highway crossing at grade approximately midway between Durkee and Oxman in Baker County at or near railroad Mile Point 366.21. The track in this vicinity is on tangent alignment, on an ascending gradient, northward, of approximately 1.65%, and on a compass course that is roughly from north to south.

Railroads allege that on an average day 22 trains will move over the track in the vicinity of the proposed crossing, such train movements to include six passenger trains, eleven freight trains and five light engines. The maximum train speed permissible by Railroads' Oregon Division Time Table No. 47 is, for passenger trains, 79 miles an hour and for freight trains, 60 miles per hour.

The proposed highway, to be known as Hindman Road, will approach the crossing from the east on tangent alignment and on an ascending gradient of 0.81% where, at Highway Survey Station L21 + 43.29, it will cross the center line of the track at Railroad Survey Station 5427 + 63. The roadway approach from the west is on a continuing gradient and through a curve left which joins the tangent section at a point some 50 feet westerly from the center of track.

The traveled portion of the roadway will be 26 feet in width, surfaced with gravel on both sides of the crossing and, within the track area, with timber planking to a width of 30 feet. Stock guards will be installed across the highway along the fence line of railroad on both sides of the track. Stock gates that may be opened will be placed immediately north of the stock guards to permit the movement of animals across the right of way if such is required.

Nothing in the immediate vicinity of the crossing will obstruct the view of trains as they approach the intersection, and from points on the roadway 500 feet from the crossing, the greatest distance along the track that a train is in view is 3400 feet, and the shortest such train sight distance is 400 feet. When 50 feet from the track, on either side of the crossing, the longest such distance is estimated to be 3000 feet and the shortest 2000 feet.

Applicant estimates that the average annual daily vehicle traffic will amount to no more than 20 vehicles per day.

Applicant proposes to install, in advance of the crossing, the proper standard warning signs, and, at the location of the crossing, two Commissioner's Standard No. 1R Reflectorized Crossbucks.

Applicant proposes that the work in connection with the construction and maintenance of the crossing be done and the costs thereof be borne by Applicant, Railroads and Baker County in the following manner:

TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, award a contract or contracts for and supervise the work to be performed, including but not limited to the following:

The construction of the crossing outside of the track area between the ends of ties;

The installation of cattle guards at proper locations at both sides of the crossing;

The placement of stock gates and their appurtenances on the northerly side of the highway immediately adjacent to the northerly ends of the cattle guards and in line with Railroads' right-of-way fences;

The installation on the westerly side of the crossing of 50 feet of 24-inch diameter culvert pipe;

The installation, at proper locations on both sides of the intersection, of highway standard W-1000 advance warning signs.

(b) Finance the construction of the above including the reimbursement to railroad company for all necessary expenses incurred by them in connection therewith.

TO BE DONE BY RAILROADS:

(a) Subject to reimbursement by Applicant as provided above.

1. Furnish such engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction.

2. Raise or remove and replace as may be necessary the existing signal and the communication lines and right-of-way fences.

3. Furnish and install Public Utility Commissioner's Standard No. 1R Crossbucks at proper locations on each side of the railroad tracks.

4. Provide and install ballast and preservative treated ties on and along that portion of the track crossed by the highway, and between the ends of ties within the track area, provide and install a Type 2 plank surface for a width of 30 feet measured along the center line of the track.

(b) After completion of the crossing and at its own expense except where otherwise indicated below, maintain the tracks, the track structure and other railroad appurtenances, including the highway surfacing and the railroad crossing signs.

TO BE DONE BY BAKER COUNTY:

(a) After completion of the crossing and at its own expense:

1. Maintain that part of the crossing lying outside of the track area beyond the ends of ties, the culvert on the westerly side of the track, the cattle guards and the stock gates.

2. Reimburse Railroads for the continuing costs incurred by them in connection with the maintenance of the railroad crossing signs, and the highway surface between the ends of ties.

No objections are made to the proposals as set forth above or to the acceptance of the responsibilities for maintenance imposed thereby. Such proposals are fair and reasonable and they are approved.

The construction of the county road and the establishment of a railroad-highway crossing which is a part thereof is for the accommodation and convenience of the public and the need therefor is not refuted. No objections are made to the location of the proposed crossing, to the manner of its construction, or to the method that is proposed for its protection and future maintenance. The need for a crossing at separated grades of railroad and highway is not indicated nor herein required. The train sight distances that are afforded and the warning signs that will be provided will make possible the safe negotiation of the crossing by trains and vehicles under the normal conditions of operation that are anticipated.

From the foregoing it is concluded that it is in the public interest that the Application be granted and the crossing thereby established. It is therefore

ORDERED that the Application of the State of Oregon by and through its State Highway Commission for authority to construct a crossing at grade between relocated Hindman Road and the tracks and right of way of Union Pacific Railroad Company, 1-1/2 miles Southeast of Oxman, in the Northeast Quarter of the Southeast Quarter of Section 7, Township 11 South, Range 43 East, Willamette Meridian, in Baker County, Oregon, be and the same hereby is granted under the following terms and conditions:

1. The crossing shall be constructed in a good and workmanlike manner, in accordance with modern, accepted engineering practices, and in conformity as to location, angle of intersection, elevation and general design with the details as set forth above and shown on the drawings submitted with the Application and above identified;

2. All other work of construction and maintenance of the crossing and appurtenances thereto shall be done and the costs thereof shall be borne in accordance with the terms and conditions agreed upon by parties herein and as set forth and approved in the above findings of the Commissioner; and it is further

ORDERED that the designation 2A-366.2 shall be assigned to and maintained at the crossing as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 16th day of March, 1966.

Joel Ebell
Public Utility Commissioner

(SEAL)

Form B-200—65A

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement for additional funds if any.
MAR 15 1966
MAR 15 1966 [illegible] District Engineer
U.S. Bureau of Public Roads

Project Name Oxman-Bubbs Ranch — Date March 10, 19 66

Highway Old Oregon Trail — Contract No. 6729

County Baker — Prefix 601-1058

Contractor Rogers Construction, Inc. — F. A. Project No. I-80N-7(15)320

Address 11760 NE Glisan St., Portland, Oregon — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Construct a 3-way reinforced concrete diversion box and do related earthwork required for the construction of the box and the connecting ditches.

Location by station numbers:

"EB" 1212+70 200' Rt.

Estimate of quantities and cost:

Class "A" Concrete 0.6 C.Y. at $20.00	$ 12.00
Form Materials & Steel	20.00
Labor	100.00
Equipment Rental	28.00
Allowance	24.00
Total	$184.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This box is required to raise water into an irrigation ditch and to distribute it in 3 directions. There is no applicable bid item.

This work has not been started and will increase the cost of the project by $184.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $184.00 for work under this order	$4,230,000.00
Expected under-run amount	$99,776.13
Expected under-run per cent	2.3

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

RECEIVED
MAR 15 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 807-10)

I 80N-7(10)320
727

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 8, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

NOTED
R. L. PORTER

SUBJECT: Oregon Project I-80N-7(10)320
Oxman - Bubbs Ranch Section
Parcel 38092, L-4917, Hindman

We have reviewed Chief Counsel Rohde's letter of February 2, 1966 concerning State payment for the Hindman Bridge which will be replaced by a new bridge during your construction of the Oxman - Bubbs Ranch Section.

There is nothing in the construction plans that would indicate that the proposed frontage road and bridge will not provide as good as -- if not better -- access to the owner's property than the existing bridge and access road. The new road will be built to higher standards and the property owner will be relieved of repair and maintenance costs on his bridge. The only reason the bridge in question has value is that it enhances the value of land which can be more easily reached by its use.

No documented support has been provided that would indicate that the fair market value of the remaining land will be affected by the taking of the bridge and therefore the just compensation would be the difference between the value of the whole before the taking and the value of the remainder after the taking. Therefore we cannot participate in the appraisal allowance of $2200 for the bridge, which is based upon Mr. Rohde's opinion that the test is the value of the property with a bridge and the value of the same property without a bridge.

It is required that that portion of the settlement representing the bridge be transferred to nonparticipating for Federal-aid purposes.

orig to Rohde 3-9
copy to Young 3-15-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 8 - 1966

FOR FILING

I-84-1-7(12)-0

6729

Copy for Klebsadel

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon
February 3, 1966

SUBJECT: Proposed Material Source
Oxman-Bubbs Ranch Section

To:

Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

As you know Rogers Construction Company has requested permission to enter that State land between the new facility and the Union Pacific Railroad just north of the existing Durkee Undercrossing. They wish to use this site for production of surfacing aggregates in lieu of the prospective source on this project and would like permission to remove suitable materials that may lie under our new highway fills as well.

It is our recommendation that this be allowed with the following provisions:

1. The State is to be reimbursed $0.08 per cubic yard royalty for all aggregates produced from this source up to the amount estimated that would have come from our prospective source had it been used.

will use work in Spec prov. for prospective source except

2. The entire area disturbed would be graded to a neat appearance, drained, strippings placed to function as topsoil and seeded. — OK.

3. Any materials removed under the roadbed will be replaced at no cost to the State to status established by the State with a maximum slope of 4:1 to eliminate any need for guard rail not called for in the plans.

same slope as per plans.

4. No activities will take place that would result in a hazard to the motoring public. OK.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:fp

2-3-66 Check with B.P.R. Coulter to carry to comm. if B.P.R. has no objection

2-4-66 Morgan informed to send up details. BPR has okd. DBK

2-3-66 ✓

I Coulter, Klebsadel + Walker met with Brooks, Nichols + Dick. Yates + Ann noted. Div. will submit P.R. for Documents as to B.P.R. Concurs with the change as noted. Division necessary in the 8¢ royalty as to (There may be some later discussion material removed in R/W purchase.) participation by B.P.R. regarding

RECEIVED
FEB 8 - 1966
FOR FILING

I-80N-7(12)3-0
672.1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

LaGrande, Oregon
February 3, 1966

SUBJECT: Proposed Material Source
Oxman-Bubbs Ranch Section

To:
Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

Copy for Klobe

As you know Rogers Construction Company has requested permission to enter that State land between the new facility and the Union Pacific Railroad just north of the existing Durkee Undercrossing. They wish to use this site for production of surfacing aggregates in lieu of the prospective source on this project and would like permission to remove suitable materials that may lie under our new highway fills as well.

It is our recommendation that this be allowed with the following provisions:

1. The State is to be reimbursed $0.08 per cubic yard royalty for all aggregates produced from this source up to the amount estimated that would have come from our prospective source had it been used.

will use working in Spec prov. for prospective source except

2. The entire area disturbed would be graded to a neat appearance, drained, strippings placed to function as topsoil and seeded. — OK.

3. Any materials removed under the roadbed will be replaced at no cost to the State to status established by the State with a maximum slope of 4:1 to eliminate any need for guard rail not called for in the plans.

same slope as per plans. jmw.

4. No activities will take place that would result in a hazard to the motoring public. OK.

A. F. Parson
Division Engineer

By H. S. Coulter

H. S. Coulter
Assistant Division Engineer

HSC:fp

I Coulter, Hickenstaff + Walker met with Brooks, Nichols + Dack 2/16 + Ann BPR. Concurs with the change as noted. Div. will submit P.A. for Document to him (There may be some later discussion necessary on the 8¢ royalty as to participation by BPR. regarding material removed or the purchased)

2-3-66 Check with B.P.R. Coulter to carry to comp. if B.P.R. has no objection

2-4-66 Morgan informed to send up 2-3-66 details. BPR has okd. JMK

✓

RECEIVED
FEB 2 - 1966
FOR FILING

I-80N-7(15)320
6719

Salem, Oregon 97310
February 1, 1966

Orman-Bubbe Ranch

Mr. T. W. Litchfield
Utilities Liaison Engineer
B U I L D I N G

(408)

I am advised by the contractor on this project that he is being held out of Union Pacific areas until April. Apparently, this is due to relocation of signal lines.

He also advises me that this will hurt at Prichard Creek and Nelson Point.

Please check and advise me of the circumstances.

F. E. Klaboe
Assistant State Highway Engineer

FEK:srb

cc: Mr. Victor D. Wolfe

RECEIVED
FEB 3 - 1966

Form CO-72 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(15)=20

TO 67:29 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 28, 1966

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-80N-7(10)320
Oxman - Bubbs Ranch Section
Mr. L. H. Young's letter, 1-11-66

We are returning one copy of the approved revised right of way plan sheets nos. 6, 7, 7A, and 8 of the above-named project for your files.

Federal participation on Parcel 38092, sheet 7A, is being withheld until further justification, as requested in our letters dated August 4 and August 31, 1965, is received and approved.

Enclosure

REFERRED TO
Young - Woods.
By Asst. State Hwy. Engr.
re letter to Mooring
2-2-66

RECEIVED
FEB 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 28 1966

FOR FILING
I-85-1-7(15) 220
6789

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1966

SUBJECT: Base Depth on County Roads
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway

To: Mr. A. F. Parson
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

As a follow-up of our telephone conversation January 26, 1966 regarding base rock depths on the "S", "E" and "HR" Lines (County Roads) on the Oxman-Bubbs Ranch Section:

The plans show:

"S" Line	2"	3/4"-0 Top Base
"E" Line	16"	Coarse Bottom Base
"HR" Line	18"	Total Depth

The above was probably based on one-half frost penetration and we agree that it is excessive.

Decker, Gregg and myself have checked and agree the following is adequate for the above lines:

2"	3/4"-0 Top Base
8"	Coarse Bottom Base
10"	Total Depth

I called Gordon Brooks, BPR Engineer, and he concurs in a reduction of depth.

Suggest you contact County for their agreement and also get approval from contractor for reduction of quantities and substantiate it with a Price Agreement for documentation.

F. D. Morgan
Construction Engineer

By John H. Walker

John H. Walker
Assistant Construction Engineer

JHW:bjm

cc: F. B. Klaboe

RECEIVED
JAN 25 1966
FOR FILING

I-80N-7(15)320

6729

January 24, 1966

4273

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pritchard Creek Overcrossing
of Union Pacific Railroad
Orman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract No. 6729
Oregon Project I-80N-7(13)320
Your File 08-35.6

Dear Sir:

Please refer to your letter to Mr. Forrest Cooper dated January 6, 1966 regarding the subject structure.

We fail to agree with your statements regarding the live load deflection of the 15-foot cantilever arms and the 119-foot suspended span on the subject structure. It has been our practice to limit the live load deflection to L/375 for cantilever spans and L/1000 for simple spans. On the structure in question the maximum live load deflection for the cantilevers is .44 inch while L/375 allows .48 inch. This is 92 percent of the allowable. The maximum deflection of the 119-foot suspended span is 1.22 inch while L/1000 allows 1.43 inch, making the actual deflection 85 percent of the allowable. As you will note, these figures are contrary to your letter.

We are wondering if, when you checked the deflection of the cantilever arms, you didn't overlook the angle of rotation. If this was done your work would show only .18 inch of deflection which would be around 37½percent of the allowable.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

By

Tom Edwards
Assistant State Highway Engineer

TCR:mm jwa

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

DATE: January 6, 1966

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(15)320
Oxman - Bubbs Ranch Section

In a letter dated November 9, 1965, we relayed comments from our Washington Office regarding several bridges on this project. These comments were answered by your letter of November 29, 1965 and forwarded to Washington.

We have received another memorandum from our Washington Office in which they restate their suggestion regarding the cantilever lengths on the Pritchard Creek Overcrossing of the UPRR. From the figures presented it appears that you should review your position on future projects.

The following is quoted from the Washington Office memorandum:

"We find the deflection of the 15 foot cantilever arms due to live load is approximately 20% of that permitted by AASHO (L/300) and consider this to be overly conservative. 25 foot cantilever arms would be within the L/300 requirement.

"We note the live load deflection of the suspended span of 119 feet is in excess of the L/800 requirement.

"On future projects, we suggest continued efforts be made to secure a more reasonable economic balance between cantilever arms and suspended spans on cantilever structures."

1/1000 Allow 1.43
Design LL Δ 1.22
Cant. LL Δ .44
375 Allow .48

BRIDGES
JAN 13 1966 PM
8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-1233 80M 7-65

RECEIVED
JAN 24 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320

4727

224K

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Railroad Work
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(15)320
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This is in reply to your letter of December 31, 1965, in which you outline the provisions of the proposed agreement between the railroad and the State covering this project. You also included Exhibits "A", "A-1", "A-2", "A-3", "A-4" and "C", which showed the extent and estimated cost of the work proposed.

This information has been reviewed and approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with your work as of January 4, 1966.

Reimbursement for work performed subsequent to January 4, 1966 will be made in accordance with the provisions of PPM 30-3 and all supplements thereto. Please be sure to include the beginning and ending dates of your work in your statement of charges.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: A. W. Parsons
R. L. Porter
F. B. Klaboe
L. H. Young
C. H. Maison
I. D. Merchant
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

RECEIVED
JAN 21 1966
OFFICE OF
STATE ... ENGINEER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 4, 1966

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

RECEIVED
JAN 11 19[illegible]
CONSTRUCTION
DIVISION

SUBJECT: Oregon Project I-80N-7(15)320
Oxman - Bubbs Ranch Section
Union Pacific Railroad Work

The proposed agreement provisions included in the Union Pacific Railroad Company's December 31, 1965 letter have been reviewed and are considered to be satisfactory. Plans and estimates for railroad work attached thereto are approved and as requested by Mr. Litchfield's January 4, 1965 letter you are authorized to proceed with such work effective this date subject to the following conditions:

1. Participation in the cost of railroad work will be contingent upon receipt and our approval of a satisfactory executed railroad agreement.

2. The agreement will include the provision regarding control of access as indicated in Mr. Litchfield's November 23, 1964 letter to Union Pacific regarding the Big Eddy - Celilo Section. Exhibits A-1, A-3, and A-4 will be modified to indicate such control of access.

3. Contributions for the railroad's rights of access, if any, are not eligible for Federal-aid participation.

4. Participation in the costs for railroad easements under proposed provision 9 will be limited to amounts based upon State appraisals and taking into consideration that such acquisition will in no way affect the operation of the railroad unless shown otherwise.

5. Estimated credits should be indicated for items of materials recovered from temporary use.

RECEIVED
JAN 13 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

orig to Litchfield
copy to Young
1-11-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-122X 80M 7-65

RECEIVED
JAN 5 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320
6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Railroad Agreement
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Contract No. 6729
Project No. I-80N-7(15)320

NOTED
F. B. KLABOE

Dear Sir:

Your September 17, 1965 Memorandum waived the requirements for a railroad agreement on the Oxman-Bubbs Ranch Section. Though the Union Pacific Railroad Company has not furnished us with a final draft of an agreement, we are submitting a copy of their Oregon Division's December 31, 1965 letter indicating provisions which railroad management may accept as well as plans and estimate for the railroad work. We have reviewed this submission and are prepared to approve it.

In view of the contract provisions restricting the contractor's operations on railroad property only until December 31, 1965, your review and authorization to proceed with the railroad work as of January 4, 1966 on the basis of this submission is requested.

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

T. Dec:bjm
enc.

cc: F. B. Klaboe (w/enc.)
L. H. Young "
C. H. Maison "
I. D. Merchant "
A. F. Parson "
L. V. Blickenstaff "

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

DECEMBER 31, 1965

(File Ref. D 9416 - 32 - 1)

Routing

Morgan
Decker
Bard
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 3 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Oxman - Bubbs Ranch Section, Old Oregon Trail Highway, Proj. I-80N-7(15)320 --

Reference is made to proposed agreement being prepared by the Railroads to cover reconstruction of the above-captioned section of Old Oregon Trail Highway to Interstate standards.

As requested in your telephone call to this office, December 29, am attaching for your information a copy of the following exhibit prints dated December 17, 1965 proposed to accompany the agreement:

Exhibit "A" - Illustrating the overall highway project involving work between Oxman and Nelson.

Exhibit "A-1" - Showing in green outline the overhead highway crossings proposed for the east and westbound lanes at Railroad MPs 366.71 and 366.76.

Exhibit "A-2" - Covering relocation of Hindman Road, a Baker County road, across the railroad at grade at MP 366.21.

Exhibit "A-3" - Illustrating areas to be acquired from the State for the Railroads' signal line in vicinity of the Unity overcrossing at MP 362.21.

Exhibit "A-4" - Showing limits of rock excavation to be performed by the State at Nelson Point on the Oxman - Bubbs Ranch project.

Agreement, when prepared and furnished to the State, should include in addition to the usual deed reservations, safety and indemnity provisions, the following:

1. As indicated in yellow tint on Exhibit "A-1" and labeled Parcel No. 1, the State will be given an easement for construction and maintenance of the two overhead crossings including approaches, slopes and necessary appurtenances. In addition, the State will be granted easements as shown in pink tint and marked Parcels Nos. 2 and 3 for construction of highway slopes and retaining walls. To accommodate the construction, temporary easements as shown in green tint and labeled Parcels Nos. 4 and 5 will be granted.

As shown in yellow tint and labeled Parcel No. 6 on Exhibit "A-2", an easement will be given to the State for the purpose of relocating Hindman County Road at MP 366.21, and a similar easement will be given to the County of Baker for maintenance of the road and its appurtenances.

2. The State will convey Parcels Nos. 7 and 8 indicated by green tint on Exhibit "A-3" to the Railroads to accommodate the Railroads' signal line.

3. Highway construction will be performed in accordance with plans approved by the Railroads' Chief Engineer and the exhibit prints, and the State will obtain all necessary public authority for construction and provide all drainage facilities and guard railing to confine traffic and fencing where Railroad and Highway lines are contiguous, at its expense.

4. A copy of proposed Exhibit "C" covering the cost of Railroad work at State's expense, in connection with the project, is attached. The Railroads are to be reimbursed for the work as permitted by the Bureau of Public Roads' P&PM 30-3 and amendments thereto, except Railroad-owned and operated equipment is to be compensated at rates set forth in Union Pacific Railroad Company's Disbursements Bulletin 14-13 dated July 3, 1964.

5. The State and County will be required to maintain at their own expense the relocated highway and county road respectively, including all drainage facilities and appurtenances. In addition, the agreement will provide for Baker County maintaining cattle guards and gates installed in the Railroads' right-of-way fence line by the State in connection with the road crossing.

6. The Railroads will maintain their own facilities at own expense and, also at expense of Baker County, maintain the crossing planks and crossbucks installed for the road crossing.

7. The agreement will provide for supplying of satisfactory insurance to the Railroads with limits of $250,000/500,000 for both BI and PD, conforming to the Bureau of Public Roads' P&PM 20-12.

8. As the highway project is of no benefit to the Railroads, no participation in the cost will be required from the Railroads and agreement shall so provide.

9. The State will be charged for easements granted by the Railroads in connection with the highway overcrossings at MPs 366.71 and 366.76. At the same time credit will be given to the State for land to be conveyed to the Railroads in vicinity of MP 366.21.

10. Effective date of the agreement will be August 26, 1965 to correspond with the Railroads' General Manager's right-of-entry letter.

Must advise that the Railroads' Management has not concurred as yet in preparation of the agreement including the above terms and conditions, but, this is expected, and accordingly should be able to furnish you either a draft or agreement in final form in the very near future. In the meantime, hope this information will be of value to you in clearing the highway project with the Bureau of Public Roads.

Very truly yours,

W. D. Johnson
WDJ

encs.

Copy w/maps to T. Dec 1-4-66
I

E X H I B I T "C"

WORK TO BE PERFORMED BY UNION PACIFIC RAILROAD COMPANY, AT EXPENSE OF THE STATE OF OREGON, IN CONNECTION WITH RELOCATION OF THE OXMAN-BUBBS RANCH SECTION OF OLD OREGON TRAIL HIGHWAY AND ESTIMATES OF COST THEREOF.

Perform Temporary and Permanent Rearrangement of Signal and Communications Pole Lines, Install 32-foot Timber Plank Crossing and 2 Crossbuck Signs, Rearrange Right-of-Way Fences, Protect Track and Furnish Engineering, Inspection, Watchman, Flagman and Other Protective Services.

Description	Labor	Material	Total
Railroad Mile Post 366.21			
Signal Work - Permanent			
Raise signal wire lines	$ 150	$ 90	
Labor & material additives	48	11	
Contingencies	16	10	
Subtotals	$ 214	$ 111	
Total			$ 325
Communications Work - Permanent			
Raise communications wire lines	$ 200	$ 125	
Labor & material additives	63	13	
Contingencies	22	12	
Subtotals	$ 285	$ 150	
Total			435
Crossing - Roadway			
Install 32 ft Plank Crossing	$ 250	$ 267	
Labor & material additives	78	32	
Contingencies	27	26	
Subtotals	$ 355	$ 325	
Total			680
Crossbuck Signs			
Install 2 signs	$ 30	$ 67	
Labor & material additives	10	8	
Contingencies	3	7	
Subtotals	$ 43	$ 82	
Total			125
Right-of-Way Fences			
Rearrange R/W fences	$ 90	$ 15	
Labor & material additives	28	2	
Contingencies	9	1	
Subtotals	$ 127	$ 18	
Total			145

Description	Labor	Material	Total
Railroad Mile Posts 366.71 & 366.76			
Signal Work - Temporary			
Remove signal pole line & place signal circuits in underground cable	$2,300	$2,000	
Labor & material additives	717	120	
Contingencies	233	200	
Subtotals	$3,250	$2,320	
Total			$ 5,570
Signal Work - Permanent			
Construct signal pole line in new location	$1,200	$ 600	
Labor & material additives	374	75	
Contingencies	121	60	
Subtotals	$1,695	$ 735	
Total			2,430
Communications Work - Temporary			
Remove communications pole line & place communication circuits in underground cable	$2,200	$2,200	
Labor & material additives	686	264	
Contingencies	220	220	
Subtotals	$3,106	$2,684	
Total			5,790
Communications Work - Permanent			
Construct communications pole line in new location	$1,200	$ 400	
Labor & material additives	374	48	
Contingencies	121	42	
Subtotals	$1,695	$ 490	
Total			2,185
Right-of-Way Fences			
Rearrange R/W fences	$ 400	$ 100	
Labor & material additives	125	15	
Contingencies	40	10	
Subtotals	$ 565	$ 125	
Total			690

Description	Labor	Material	Total
Railroad Mile Posts 372.6 to 372.9			
Signal Work - Temporary			
Place signal circuits in underground cable	$4,200	$5,100	
Labor & material additives	1,310	615	
Contingencies	420	510	
Subtotals	$5,930	$6,225	
Total			$12,155
Signal Work - Permanent			
Restore signal circuits to permanent location	$2,000	$ 300	
Labor & material additives	625	35	
Contingencies	200	30	
Subtotals	$2,825	$ 365	
Total			3,190
Communications Work - Temporary			
Place communications circuits in underground cable	$2,400	$2,494	
Labor & material additives	753	249	
Contingencies	242	247	
Subtotals	$3,395	$2,990	
Total			6,385
Communications Work - Permanent			
Restore communications circuits to permanent location	$2,100	$ 264	
Labor & material additives	659	26	
Contingencies	211	25	
Subtotals	$2,970	$ 315	
Total			3,285
Track Protection			
Place & clean up ballast	$ 660	$ 352	
Labor & material additives	205	43	
Contingencies	65	35	
Subtotals	$ 930	$ 430	
Total			1,360

Description	Labor	Material	Total
Railroad Mile Posts 362.2 to 372.9			
Engineering and Inspection			
Preliminary Engineering	$ 800		
Construction Plans Engineering	200		
Engineer - Inspector (8 Mos. at $667/Mo plus personal expenses and vehicle rental)	5,336	$4,280	
Labor additives	1,979		
Subtotals	$8,315	$4,280	
Total			$12,595

Above cost figures are estimates only, and the State will reimburse the Railroad Company for all costs involved in handling the specified work, whether they be more or less than the estimated costs.

Flagging and other protective services and devices will be provided by the Railroads at the State's expense, to protect the railroad facilities, property and operations. In general, the Railroads will furnish such flagging or other protective services and devices:

First. For any excavation below elevation of track subgrade, if in the opinion of the Railroads' representative, track or other railroad facilities may be subject to settlement or movement;

Second. During any clearing, grubbing, grading, or blasting in proximity of the railroad facilities, which in the opinion of the Railroads' representative, may endanger or interfere with railroad facilities or operations;

Third. When any of the State's operations are carried on within or near railroad right-of-way and in the opinion of the Railroads' representative, could endanger railroad facilities or create a hazard to railroad operations.

Information as to the Railroad employees which may be required to provide protection to railroad facilities is as follows:

Number (a)	Classification (b)	Base Pay (c)	Headquarters (d)
2	Section Laborers	$2.42 to $2.46 per hour	Oxman and/or Weathorby, Ore.
1	Section Foreman	$2.64 to $2.85 per hour	" "

(a) A full flagging crew generally consists of three men. Under certain conditions, more than three men may be required or a lesser number may be sufficient; however, additional personnel, such as Communications Lineman and/or Signalman, may be used to protect communications and signal facilities, if deemed necessary by the Railroads.

(b) The classification is shown solely for information, and there is no guarantee that the above classes of labor will actually be used or that the rates of pay shown in column (c) will be those in effect at the time the work is undertaken.

(c) Shows base pay for normal eight-hour shift in effect January 1, 1965. Normal overtime rate is one and one-half times base rate.

(d) Estimated cost for travel per employee from headquarters to jobsite and return is $3.85 per round trip.

(e) In addition, protective devices, such as crossing signals, indicators, telltales, lights, telephone, etc., may be required.

To all direct labor costs, there shall be additional charges for Vacation Allowances; Health and Welfare; Railroad Retirement and Unemployment Taxes; Public Liability, Property Damage and Workmen's Compensation Insurance; and accounting and billing. For estimating purposes only, these additives collectively may be considered as approximately 30% of direct labor costs.

The determination of the cost of flagging and protective services and devices to be used as a basis for submitting of bids shall be the responsibility of the State or its prospective bidders.

RECEIVED
DEC 22 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON,
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-82W-7

6727

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 21, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 572 - Hindman Road G-Xing
OWRR & N. Co.; UPRR Co.
Baker County
Your Docket: SXF-328

Dear Sir:

Herewith are the original and 4 copies of Reply of the State Highway Commission in the above-entitled matter.

Very truly yours,

G. E. ROHDE
Chief Counsel

By J. N. Hershberger
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encls.

cc: R. L. Porter
F. B. Klaboe
F. D. Morgan
A. F. Parson
Ted Litchfield

NOTED
R. L. PORTER

RECEIVED
DEC 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:ja
12-20-65

Pux 572

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade between relocated Hindman Road, a Baker County Road, and the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, 1½ miles Southeast of Oxman, to be known as the HINDMAN ROAD GRADE CROSSING project, located in the NE¼SE¼ of Section 7, Township 11 South, Range 43 East, Willamette Meridian, Baker County, Oregon.	REPLY TO ANSWER OF RAILROADS, DATED SEPTEMBER 22, 1965, and AMENDED BY MOTION DATED DECEMBER 6, 1965 No. SXF-328

For REPLY to the ANSWER of Respondent Railroads dated September 22, 1965, as amended by Railroads' MOTION TO AMEND dated December 6, 1965, Applicant respectfully admits and alleges to the Commissioner as follows:

I

That Applicant is agreeable to Respondent Railroads' proposals as appear in paragraphs II, III, the first subparagraph of paragraph IV, as amended by the aforesaid Motion to Amend, and subparagraph 2 thereof.

II

That the matters alleged in subparagraphs 3 and 4 of said paragraph IV are agreeable to Applicant inasmuch as Respondent Baker County, in a letter dated December 16, 1965, and signed by its County Judge, Lloyd Rea, has indicated that County's Answer when filed will agree to Respondent Railroads allegations.

WHEREFORE, Applicant prays for entry of an Order in accordance with said Application, Answer, Motion to Amend Answer of Respondent Railroads, Answer of Respondent Baker County and this Reply, and for such other and further Order or Orders as may be just and proper in the premises.

JNH:ja
12-20-65

Dated at Salem, Oregon, this 21st day of December, 1965.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, F. B. Klaboe, being first duly sworn, say that I am Assistant State Highway Engineer for the Oregon State Highway Commission and that the foregoing Reply is true as I verily believe.

F. B. KLABOE

Subscribed and sworn to before me this 21st day of December, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Reply and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
JAN 11 1966
FOR FILING

I-80N-7(15)320
679

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project [illegible] additional funds.
DEC 30 1965
[illegible] Engineer
U.S. Bureau of Public Roads

Project Name Oxman-Bubbs Ranch Section Date December 16, 1965

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N. E. Glisan St., Portland, Ore. Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Excavate below grade to slope off a vertical clay wall which bisects the roadbed fill, to permit a tapered fill depth rather than filling against a vertical wall. The purpose of this work is to eliminate a possible pavement break due to uneven fill settlement. This requires approx. 3,000 Cy. of excavation.

Location by station numbers:

1166+75 W.B.

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract for this project. Equipment rental rates are to be as per the current A.G.C.-State agreement.

Estimate of quantities and cost:

Equipment Rental	$850.00
Labor	160.00
Allowance	151.50
Total	$1,161.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

See "Embankment Foundation Excavation:, Sec. 102-1.6, page 89 and Sec. 102-3.7 paragraph (d), pages 96 and 97 of the Standard Specifications. We have no bid item for Embankment Foundation Excavation.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $1,161.50 for work under this order	$4,329,776.13
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Alfred Shirley, Jr., Division Engineer
Asst.

Approved /s/ L. H. Young, Deputy State Highway Engineer & Assistant State Highway Engineer or Office Engineer.

State Printing

1-14-66

RECEIVED
DEC 22 1965
REPORT FILING

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT

Project Name Oxman-Bubbs Ranch Section Date 65

Highway Old Oregon Trail Contract No. 6729

County Baker Prefix 601-1058

Contractor Rogers Construction, Inc. F. A. Project No. I-80N-7(15)320

Address 11760 N. E. Glisan St., Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and remove unsuitable foundation material from below the flow line of the 12'x10' box culvert at Sta. 1212+84.47 and backfill to grade with suitable foundation material.

Location by station numbers:
EB 1212+84.47 (Box)
EB 1268+- (Source of backfill, Rt. of R/W)

This estimate includes allowance. Percentage to be allowed contractor is in accordance with the executed contract, for this project. Equipment rental rates are to be as per the current AGC-State agreement.

Estimate of quantities and cost:

Equipment Rental	$10,000.00
Labor	3,000.00
Total	$13,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Approximately 12' of mud must be removed throughout the length of the box and the area backfilled to provide a suitable foundation for the box culvert. Backfill material is to come from a State-owned source outside the normal R/W. This work was not anticipated and will increase the cost of the project by $13,000.00.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$4,329,776.13
Present estimate of project cost, including $13,000.00 for work under this order	$4,329,776.13
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ L. V. Blickenstaff
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. F. Parson
Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer or
Office Engineer.

State Printing

RECEIVED
NOV 30 1965
FOR FILING

6729

November 29, 1965

4098

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Attention Mr. Roy Tokerud

Re: Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Contract No. 6729
Oregon Project I-80N-7(13)320
Your File: 08-35.6

Dear Sir:

Please refer to a letter to Mr. Forrest Cooper dated November 9 referring to Hocker Ranch Bridge, Pritchard Creek Overcrossing of Union Pacific Railroad and Oxman Road Overcrossing. In reply to the several questions in this letter, we have the following:

Our substitution of the two 3-span structures, each about 150 feet long and having 40 feet roadway widths for the 30 feet clear span rigid frame structure as originally designed for the Hocker Ranch Road interchange, was due to our discovery of poor foundation material which required the footings at the west end to be lowered approximately 12 feet below our preliminary plans, thus requiring thicker walls and more expensive sections. Your suggestion of using two short rigid frame structures did not appear to be practical due to the fact that the centerline of the eastbound and westbound lanes are 100 feet apart, giving only 64 feet between shoulders. Assuming a two to one slope each way from the shoulders, this would create a ditch approximately 18 feet deep in the median area.

We have made estimates of cost for the three conditions -- first, the rigid frame structure (the full length as designed first), the estimated cost being $167,000; second, two rigid frame structures, the cost being $149,800; and third, two 3-span structures (150 feet long as we changed to), the estimated cost being $129,300.

It is quite evident that our redesign is the more economical and less a traffic hazard than either the full length or the two separate rigid frame structures.

In regard to the Pritchard Creek structure (which consists of two anchor spans and a center suspended span) it is our opinion that by lengthening the cantilever arms to the 25-foot length, as suggested in your letter instead of the 15 feet as used, would create a problem involving the live load deflection. It has been our experience that long cantilever arms are very difficult to construct holding the live load deflections to the limits as set forth in our specifications. For this reason, we are inclined to use short cantilever arms rather than stretch them out to the limit. This not only allows us to use a reasonable uniform beam section, but also tends toward providing a better riding surface when the live load deflection is not at the maximum.

In regard to your remarks as to our treatment of the reinforcement in the top of the slab over the exterior stringers of the Oxman Road Undercrossing, it is true that on the Oxman Road Undercrossing we require extra No. 3 bars to augment the regular slab steel in taking care of the negative moment, while on the Pritchard Creek Overcrossing and the Hooker Ranch Overcrossing we did not need extra steel. If you will examine the drawings, you will find that all have seven-inch slabs. The overhang on the Hooker Ranch Road Overcrossing is 3' 0", Oxman Road Undercrossing - 3' 3 7/16", and Pritchard Creek Overcrossing - 4' 7 1/2", these distances being from the centerline of the exterior longitudinal beam to the extreme face of the handrail parapet.

You will note on these drawings that while the thickness of the slab is uniform, the amount of steel reinforcement varies -- Hooker Ranch Road being 0.82 sq. inch per lineal foot; Oxman Road Undercrossing, 0.67 sq. inch per lineal foot; and Pritchard Creek, 0.82 sq. inch per lineal foot. Using the load conditions

as outlined in your letter, we find the following stresses at the outside face of the longitudinal beam: Hooker Ranch Road Overcrossing - steel at 21,424 psi, concrete at 1,402 psi; Caman Road Undercrossing: steel - 24,595 psi, concrete - 1,323 psi; Pritchard Creek Overcrossing: steel - 24,522 psi, concrete - 1,604 psi. The allowable stress in all three cases is steel - 30,000 psi, concrete - 1,980 psi. You will note that these stresses are well under the 150 percent of allowable as set forth in your letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

TCR:en jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 9, 1965

In reply refer to: 08-35.6

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(13)320
Oxman-Bubbs Ranch Section

Our Washington, D.C. office has recently reviewed the bridge plans for the subject project, and has offered the following comments:

"We note the redesign of the Hooker Ranch Road structure which substituted two 3-span structures, each 150' in length, for a rigid frame with a clear span of 30 feet and 175 feet along the barrel. Since the rigid frame clear span was only 30', it would appear that considerable saving in the original design could have been achieved by two individual rigid frame spans which would have eliminated some 90' of the length of the barrel. We presume this possibility was compared with the revised design.

The Prichard Creek structure, in part, consists of 2 anchor spans 100 feet in length together with 2 cantilever spans of 15 feet and a suspended span of 119 feet. The suspended span length of 119 feet is considered excessive for the center span of 149 feet and a more economical design would have resulted from increasing the cantilever arms to approximately 25'. The pin locations for the suspended span should approximate the points of inflection of the corresponding continuous span and this should be given consideration on future projects.

We also note the use of No. 3 bars in the top of the slab over the exterior stringers of the Oxman Road undercrossing and presume these are required for negative moment due to the overhang of the slab. These bars are omitted on the Hooker Ranch Road overcrossing and on the Pritchard Creek overcrossing, yet the cantilever of the slabs is greater.

We recommend the cantilever slabs be designed for the 10 kip horizontal load simultaneously with the 16 kip wheel load applied one foot from the inside face of parapet at a 50% overstress. Dead loads should be included in the stress computations."

We would appreciate your early comments on the above.

RECEIVED
NOV 10 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X BOM 2-65

RECEIVED
NOV 29 1965
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
MAIL FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 22, 1965

Idaho Power Company
P. O. Box 770
Boise, Idaho 83701

ATTENTION: Mr. James E. Bruce

Gentlemen:

RE: Incidental Right of Way Costs
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(15)320
Contract No. 6729

Please refer to your letter of November 10, 1965 in which, among other matters, you requested information concerning incidental right of way expenses incurred by your company in connection with condemnation matters on this project.

We will not, at this time, require a certification of consultant from Grant, Fuchs, Rose and Daron; however, please bill these incidental right of way expenses as a separate billing and do not include them in the cost of the physical relocation of the power lines.

If we can be of further service to you, please contact this office.

Very truly yours,

F. D. Morgan
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
bc F. B. Klaboe
C. H. Maison
D. H. Moehring
L. H. Young
A. F. Parson
J. W. Valentine

NOTED
F.B. KLABOE

RECEIVED
NOV 29 1965
FOR FILING

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

I-84-7(15)320
6729

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 22, 1965

File Ref. D 9416 - 32 - 1

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
R. L. PORTER

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Pritchard Creek Overcrossing
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - State Contract
No. 6729 -- Project No. I-80N-7(15)320

Herewith returned is one copy of the State's bridge drawing #20216, revised to show that 2 feet of minimum clearance will be provided between the Railroad's signal and communication wire lines and highway structures of the proposed Pritchard Creek overcrossing near Durkee, Oregon.

As noted thereon the print bears the approval of Mr. J. M. Bates for the Railroad's Chief Engineer, without change.

Very truly yours,

W. G. Johnson
HBC

enc.

COPIES TO: AW PARSONS (2)
RL PORTER
FD KLAGGS
LH YOUNG
CH MAISON
ID MURCHANT
AF PARSON
LV BLICKENSTAFF
JW VALENTINE
FD MORGAN

Routing
Please
Morgan
Docker
Bond
Walker
Morelock
Trout

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

APPROVED PRINT OF DRAWING ON FILE IN MY OFFICE. 11-26-65

FORM E-123

RECEIVED
NOV 18 1965
FOR FILING

NOTED
R.L. PORTER

I-80N-7(15)320
6729

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

November 16, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Approved Construction Plans
and Specifications
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Contract No. 6729
Project No. I-80N-7(15)320

Gentlemen:

This is in reply to your letter of November 10 with which you returned one set of our construction plans for this section as approved by Mr. J. M. Bates for your Chief Engineer. In your letter you outlined four items plus some comments concerning the special provisions you wish verified before construction may proceed in these areas.

The State will agree to reimburse the railroad for the protection of the wire lines and other facilities at Nelson Point between Railroad Mile Posts 372.6 and 372.9 (Highway Stations 1413+50 to 1426+00) as you request. This work should be included in the estimate and sketch which accompany the construction agreement. These must be approved by the State and the Bureau of Public Roads prior to your beginning work.

Access to your existing wire lines in the vicinity of the Oxman Overcrossing will be handled as outlined in my letter of September 10 and as shown on the information transmitted to you with my letter of September 24. You understand, of course, that no direct access from the Interstate Highway will be allowed, but only access from railroad property. As you requested, attached hereto you will find copies of the Deeds recorded in Book 173, Page 1339 and Book 113, Page 557 of the Baker County Deed Records.

As discussed with representatives of your office, the proposed construction at the Hindman County Road does not provide sufficient head room for the installation of a 30-inch culvert on the westerly side of your tracks. We will, however, install a 24-inch culvert pipe in place of the 18-inch pipe as

shown on the plans. I might also point out that a 30-inch pipe would require a special order since this project does not require 30-inch pipe at any other location.

The minimum of 2' clearance between the underside of the structure and the railroad's wire lines will be provided at the Pritchard Creek Overcrossing structures, as shown on our revised Drawing No. 20216 submitted to you with my letter of November 3.

With regard to your request that the contractor request railroad approval prior to conducting any work within 12' of the centerline of your tracks, we wish to advise that this has been discussed with the contractor, and we will work out all problems with your field representative before performing any work which may infringe upon this clearance requirement.

With regard to our revision letter #2 which was transmitted to you with my letter of September 16, our contractor has advised us that he will not perform any work which should in any way require railroad inspection prior to December 31, 1965. The State will agree that should any railroad expense be necessary, the railroad will be reimbursed for this cost. However, the contractor's work will be conducted in such a manner that this cost will be kept to an absolute minimum.

For your information you will find attached a conformed copy of the contract and performance bond for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: A. W. Parsons (w/copy of UPRR letter)
R. L. Porter " "
F. B. Klaboe " "
L. H. Young " "
C. H. Maison " "
I. D. Merchant " "
A. F. Parson " "
L. V. Blickenstaff " "
J. W. Valentine " "

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

10

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

NOVEMBER 10, 1965

File Ref. D 9416 - 32 - 1

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 12 1965
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salom, Oregon 97310

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

With your letter of September 8 you furnished construction plans and special provisions in connection with the State's reconstruction of the Oxman - Bubbs Ranch Section in Baker County, of Old Oregon Trail Highway to Interstate standards, project I-80N-7(15)320.

On October 21 in response to your telephone request, I advised that the plans had been forwarded to the Railroad's Chief Engineer with recommendation for approval subject to certain conditions. One set of the plans is now attached bearing approval of Mr. J. M. Bates as noted thereon and in line with my October 21 letter his approval was given subject to the following:

1. All cost incurred by the Railroad in protecting its tracks, wire lines and other facilities including those between Railroad MPs 372.6 and 372.9 which will be affected by the State's proposal to borrow rock material from Nelson Point as indicated in red on Sheet 2B, will be reimbursed by the State.

2. Access will be provided by the State to the Railroad's wire lines on highway project in vicinity of the present Old Oregon Trail Highway (Unity) overcrossing structure at Railroad MP 362.21 near Oxman. In this connection will appreciate your supplying copies of deeds to the State of Oregon by and through its State Highway Commission, recorded in Book 173, Page 1339 and in Book 113, Page 557, so description of property which the State intends to convey to the Railroad, supplied with your letter of September 24, can be approved.

3. The State will install a 30-inch culvert pipe under Hindman County Road in lieu of the 18-inch proposed as indicated in red on Sheet 6S to handle railroad side drainage at Railroad MP 366.21.

4. A minimum clearance of 2 feet will be provided by the State between the underside of the Railroad's wire lines and the Pritchard Creek overcrossing structures at Railroad MPs 366.71 and 366.76. Your letter of November 3 transmitted Revised Bridge Drawing No. 20216 indicating that this will be done.

With respect to the Special Provisions:

Suggest the State revise page 4 to indicate that the Contractor's operations are not to infringe on a minimum horizontal clearance of 12 feet unless written approval is obtained from the Railroad. Also the State's Specifications on page 8 should be amended to indicate that the Railroad's wire lines and tracks are to be protected at Nelson Point before any rock excavation work is started.

Revision Letter No. 2 transmitted with your letter of September 16 restricts the State's Contractor from entering onto Railroad property until after December 31, 1965, and in your letter of transmittal you requested that no work be performed by the Railroad until authorization is received from the State.

Must advise that in event the Contractor's operations require any action by Railroad personnel to provide protective services at any time, the Railroad Company will expect reimbursement for its cost from the State. In fact with your Contractor on the ground in the area it will be necessary to make periodic checks to insure adequate measures are being taken to avoid interference with railroad operations and property, and the cost for such checking will be charged against the State.

Yours very truly,

enc.

RECEIVED
JAN 11 1966

FORM E-20X—50M—1-65 SP°19102-734

FOR FILING

I-80N-7(15)320

6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 5, 1965

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

SUBJECT: Oxman-Bubbe Ranch Section
Contract No. 6729
Signing Responsibility

Reference is made to Mr. Johansen's letter of October 4 on the subject named matter.

It would appear a review of the present specifications toward the end of more clearly outlining responsibilities of the contractor and Engineer may be in order.

Will you please advise.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe (w/copy of Johansen's letter)
Alan Johansen

NOTED
F. B. KLABOE

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-90 NOM 7-64 SP*6228-734

Routing

Morgan — Peas

Morelo

Trot

Sco

Will

Litchfield

Olson

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Walker

RECEIVED
NOV 4 1965
CONSTRUCTION
DIVISION

Salem, Oregon
November 4, 1965

SUBJECT: ~~Oxman-Bubb's Ranch~~
~~Contract 6729~~
Signing Responsibility

To: Mr. F. D. Morgan
Construction Engineer

Attention: Gil Decker

L Building

Pursuant to your conversation with Mr. McKinney, we have reviewed the interdepartment letter dated October 28, 1965, relating to the above project, from H. S. Coulter, Assistant Division Engineer.

It is our opinion that responsibility for the existing signs may well rest with the Department, for at least some purposes, but we fail to see how the State's interests could be served by so stating in a letter to the contractor. Accordingly, it is our recommendation that the letter requested by the contractor, as mentioned in Mr. Coulter's letter, not be written.

Regarding your related discussions with Mr. McKinney, as to the relative responsibility of contractor and engineer for signing, it is our opinion that the 1964 Standard Specifications definitely impose more responsibility upon the engineer, and leave very little upon the contractor.

This is seen by a comparison of the present Article 7-30, with Article 1.7.9 in the old (1954) Standard Specifications.

In Article 1.7.9 of the old "Specs", that:

> "The contractor shall at his expense and without further or other order provide, erect, and maintain at all times during the progress or temporary suspension of the work suitable barricades, fences, signs, or other adequate warning or protection, and shall provide, keep, and maintain such danger lights, signals, and flagmen as may be necessary or as may be ordered by the engineer to insure the safety of the public as well as those engaged in connection with the work. . . .

> "Failure of the engineer to notify the contractor to maintain barriers, lights, signals, or flagmen shall not operate to relieve the contractor from this responsibility."

The meaning of the foregoing seems to be that the contractor was required to provide such protective devices as might be necessary to insure safety, whether or not ordered by the engineer.

By contrast, the existing Article 7-30, provides in part that:

> "The determination of what protective and directional measures are required or necessary and the determination of the adequacy thereof shall lie with the engineer, and his decision shall be final.
>
> "Failure of the engineer to notify the contractor to take these protective and directional measures shall not operate to relieve the contractor from his responsibility to undertake them."

The difficulty with the existing language seems to be that although we say that the engineer's failure to notify the contractor does not relieve the contractor from responsibility, it appears that the contractor had no responsibility, under the contract, except to take such measures as the engineer had determined to be necessary.

In other words, it appears that under the existing "Spec", the contractor has no independent responsibility (so far as the contract is concerned) to determine in the first instance what protective or directional measures are necessary. His only responsibility is to follow the engineer's directions. Accordingly, if the engineer fails to notify the contractor to take some measure, the "Specs" say this does not relieve the contractor from his responsibility, but it appears that he was under no responsibility in the first place, from which he might in fact be relieved.

This is not to say that, so far as the traveling public is concerned, the contractor is under no duty. If a contractor is sued by a motorist injured as a result of inadequate signing in a construction area, the law will

hold the contractor to a duty, irrespective of contract, to take such measures to adequately warn and protect motorists as a reasonably prudent person would have taken under the same circumstances. However, if a contractor has in fact followed all directions given by the engineer, this is at least evidence that the contractor's conduct was reasonable and not negligent, since, under the existing "Specs", he did all that was required of him under his contract with the State.

Conversely, if the engineer is sued by an injured motorist claiming that the signs and warning devices were inadequate, the engineer is, under our existing contract, in a very poor position to contend that it was the contractor's responsibility to take whatever measures were necessary. The existing "Specs" say that the engineer shall determine what protective and directional measures are required or necessary, and that his decision is final.

In short, insofar as our Standard Specifications, as presently written, affect the relative responsibility of contractor and engineer to members of the public, it is our opinion that they definitely place the greater burden of responsibility upon the engineer.

Alan H. Johansen

ALAN H. JOHANSEN
Attorney

AHJ:ks

cc: G. E. Rohde
Frank C. McKinney

RECEIVED
NOV 9 - 1965

FORM E-30X—SON—1-65 SP*19102-734

FOR FILING
I-80N-7(19)320
6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 5, 1965

SUBJECT: Oxman-Bubbs Ranch Section
Contract No. 6729

To: Mr. A. F. Parsons
Division Engineer
State Highway Department
P. O. Box 850
LaGrande, Oregon 97850

ATTENTION: Mr. H. S. Coulter

Reference is made to your letter of October 28 regarding a request by the contractor for a letter from the Highway Department advising that maintenance of certain signs near the west end of the project was not the responsibility of the contractor.

NOTED
F B KLABOE

This request has been considered with a decision made to not provide such a letter.

A study of present specifications is being made toward the end of more clearly outlining responsibilities in the placing and maintaining of signs, barricades, etc. You will be advised of any further decisions.

F. D. Morgan
Construction Engineer

By (TELEPHONED) b, G. L. DECKER

G. L. Decker
Assistant Construction Engineer

GLD:bjm

cc: F. B. Klaboe (w/copy of Coulter's letter)

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Owen

Pease
Moralock
Trout
Scott
Wills
Litchfield
Olson

FORM H-30 BOH 2-65 BF 6470-734

Sll 7-30

RECEIVED
NOV 1 1965
CONSTRUCTION DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
October 28, 1965

SUBJECT: Oxman-Bubb's Ranch
Contract 6729

To:

Mr. F. D. Morgan
Construction Engineer
Salem, Oregon

At a preconstruction meeting held October 26, in Baker, the contractor made a request that the Highway Department write them a letter advising that the existing signs controlling traffic near the west end of the project were installed by the Department and that the maintenance of these signs is the State's responsibility until such time as the contractor's activities on this project necessitate the movement of and/or placement of additional signs for the controlling of traffic.

Apparently this type of letter has been requested by the contractor's insurance carrier presumably to delineate an area of responsibility within the project limits. We can see no objection to writing such a letter to the contractor providing it is clear that when his activities necessitate movement of or placing of additional signs that the contractor is liable for the control of traffic.

It would seem that as long as the motoring public is traveling the highway uninterrupted by any construction activities and physically apart from any construction activities that the contractor should not be held liable for any improper signing placed by the State of Oregon.

If the suggested letter is in order, would you please have it prepared and sent to Rogers Construction Company and if the letter is not in order please advise this office and we will so advise the contractor.

A. F. Parson
Division Engineer
By H. S. Coulter
By authority
H. S. Coulter
Assistant Division Engineer

HSC:sp

RECEIVED
NOV 5 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIESEN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320
6727

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1965

NOTED
R. L. PORTER

Union Pacific Railroad Company
1515 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Pritchard Creek Overcrossing
Oxman-Dabbs Ranch Section
Old Oregon Trail Highway
Contract No. 6729 - Project No. I-80N-7(15)320
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

Herewith for your information you will find our revised bridge drawing No. 20216. This drawing has been revised to reflect the 2' minimum clearance between the underside of the structure and the railroad's wire lines as you requested in your letter of October 21, 1965.

Our comments relating to the other five items contained in your letter of October 21 will be covered in separate correspondence upon receipt of the plans as approved by your Chief Engineer.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm
enc.

cc: A. W. Parsons
R. L. Porter
F. B. Klaboe
L. H. Young
I. D. Merchant
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

RECEIVED
NOV 4 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 9 - 1965

FOR FILING

Form CD-121 (11-63) (Prec. by A.O. 20[illegible])

UNITED STATES GOVERNMENT

Memorandum

I xxii 7(15)320

6729

TO : Mr. ~~Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 3, 1965

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

T. Dec

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section
Grading, paving, structures & signing

As requested in Mr. Young's letter of October 28, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 22, 1965 in the award of contract No. 6729 to Rogers Construction Inc., of Portland, Oregon, low bidder in the amount of $3,684,689.90 at the September 24, 1965 bid opening.

We acknowledge receipt of the Union Pacific Railroad's letter, dated October 21, 1965, to you stating their recommendation for approval of the plans has been forwarded to their Chief Engineer subject to certain stipulations.

NOTED
F.B. KLABOE

REFERRED TO
Young
By Asst. State Hwy. Engr.
11-8-65

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 1 - 1965

FORM E-30X—90M—1-65 SP°18102-734

FOR FILING

I-10N-7(15)320

611

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 29, 1965

To: MEMO TO THE FILES

SUBJECT: Pre-Job Conference
Bubbs Ranch-Oxman Section
Old Oregon Trail Highway

At the Highway office at 2:00 P.M. in Baker a pre-job conference on the Bubbs Ranch-Oxman Section was held with the following personnel in attendance:

ROGERS CONSTRUCTION COMPANY:

Chas. McInroe
Howard McInroe
John Vardenega

STATE HIGHWAY DEPARTMENT:

Scott Coulter, Assistant Division Engineer
L. V. Blickenstaff, Resident Engineer
Ballard Brooks, Assistant Resident Engineer
George Hopkins, Bridge Engineer
Jim Valentine, Field Utilities Liaison Engineer
John H. Walker, Assistant Construction Engineer

Mr. Chas. McInroe of Rogers Construction Company supplied a sheet showing the tentative scheduling of their operations at the beginning of the project and also submitted a list of materials suppliers.

He also discussed their immediate needs as to staking of areas and why they are needed, as well as immediate need for a pipe list. He talked about structures as relating to grading operations.

Utilities were discussed by Jim Valentine and it was evident that no problems would be encountered in this area. All moves of Utilities should be completed within

two weeks.

No word had yet been received as to whether all railroad agreements were complete. McInroe stated this would not interfere with his operations at the beginning stage.

Following the meeting personnel needs for Blickenstaff was discussed, as it appeared to be the most imminent problem. All available personnel in the area are to be shifted to this job to expedite the project staking. This will help as a temporary measure until other men are available.

Attached are copies of data submitted by Rogers Construction Company.

John H. Walker
Assistant Construction Engineer

JHW:bjm
Attachment

cc: F. B. Klaboe

RECEIVED
OCT 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1965
FOR FILING

761

6729

October 28, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 22, 1965 is requested in the award of contract for the Cuman-Dubbs Ranch Section, Project No. I-84N-7(15)320.

The contractor receiving the award is Rogers Construction Inc. of Portland in the amount of $3,604,689.50 with the Contract No. 6729 assigned. This bid was received on September 24, 1965 and awarded October 22, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations, with the exception of the following: It is noted in our specifications that there will be a delay in the access to several locations of Union Pacific Railroad property. Approval of this restriction was given in your memorandum of September 17, 1965 and participation in properly approved time extensions will be eligible if delays should occur beyond December 31, 1965.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:mm

cc: F. B. Klaboe

RECEIVED
NOV 30 1965
FOR FILING

I-5IN-7(15)3

6729

October 22, 1965

Rogers Construction, Inc.
11760 NE Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on September 28, 1965, accepted your proposal for grading, paving, structures and signing on the Gaman-Dubbe Ranch Section of the Old Oregon Trail Highway in Baker County for the sum of $3,684,689.90 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6729.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
OCT 25 1965
FOR FILING
I-84-7(15)320
6187
W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

OCTOBER 21, 1965

File Ref. D 9416 - 32 - 1

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

NOTED
R. L. PORTER

Atten: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

Confirming your conversation with this office today concerning Railroad approval of the State of Oregon's Plans and Special Provisions proposed to cover reconstructing the Oxman - Bubbs Ranch Section of the Old Oregon Trail Highway to Interstate standards, under FAP I-80N-7(15)320:

The documents have been forwarded to our Chief Engineer with recommendation for approval subject to the following:

1. The State will pay all cost incurred by the Railroad in protecting its tracks, wire lines and other facilities, including those between Railroad Mileposts 372.6 and 372.9, which will be affected by the State's proposal to borrow rock material from Nelson Point.

2. Access will be provided by the State to the Railroad's wire lines located on highway property in vicinity of the Unity overcrossing structure for the present Old Oregon Trail Highway at Railroad MP 362.21 near Oxman.

3. In lieu of 18-inch proposed, the State will install a 30-inch culvert pipe under the Hindman County road to handle railroad side drainage in vicinity of the road crossing proposed at Railroad MP 366.2[illegible].

4. The State will provide 2-foot minimum clearances between the underside of the Railroad's wire lines and the Pritchard Creek overcrossing structures proposed at Railroad MPs 366.71 and 366.76.

5. Unless written approval is obtained from the Railroad, the State's Contractor's operations will not infringe on a minimum horizontal clearance of 12 feet instead of 8 feet, 6 inches as indicated on page 4 of the Special Provisions.

6. In addition to the work to be performed by the Railroad Company indicated on page 8 of the Special Provisions, the Railroad will protect its wire lines and track at State expense before any rock excavation work is begun at Nelson Point.

While we are unable to assure you that the State's proposal will be approved subject to the above, it is anticipated that our Management, including the Railroad's Chief Engineer, will concur, and you will be accordingly advised.

Yours very truly,

W. D. Johnson

Copies to:
A. W. Parsons (2)
RL Porter
FB Plaggo
LH Young
ID Merchant
FD Morgan
CH Maison
AF Parson
LV Blickenstaff
JW Valentine
10-22-65
I

RECEIVED
OCT 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

JNH:ja
10-15-65

Pux 572

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade between relocated Hindman Road, a Baker County Road, and the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, 1½ miles Southeast of Oxman, to be known as the HINDMAN ROAD GRADE CROSSING project, located in the NE¼SE¼ of Section 7, Township 11 South, Range 43 East, Willamette Meridian, Baker County, Oregon.	No. SXF-328 M O T I O N

Comes now the State of Oregon, by and through its State Highway Commission, by J. N. Hershberger, one of its attorneys, and moves for an additional twenty (20) days in which to reply or otherwise plead to the answer of the Railroad Company.

Dated at Salem, Oregon, this 15th day of October, 1965.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

CERTIFICATION OF CONSULTANT

I hereby certify that I am the Vice President and duly authorized representative of the firm of Barton, Stoddard, Milhollin & Lupton, whose address is 1205 S. Capitol Blvd., Boise, Idaho, and

That, except as expressly stated and described herein, neither I nor the firm of Barton, Stoddard, Milhollin & Lupton has, in connection with its contract with Idaho Power Company, entered into pursuant to provisions of an agreement between the aforementioned utility and the State of Oregon, as a part of Federal-aid project I-80N-7(15)320

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm, company, or person, other than a bona fide employee working solely for me or the aforementioned firm, to solicit or secure the contract, or

(b) agreed, as an express or implied condition for obtaining the award of the contract, to employ or retain the services of any firm, company, or person in connection with the carrying out of the contract, or

(c) paid, or agreed to pay, to any firm, company, organization, or person, other than a bona fide employee working solely for me or the aforementioned firm, any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the contract.

(Statement and explanation of exceptions, if any):

None

I acknowledge that this certificate is to be furnished to the State highway department and the Bureau of Public Roads, U.S. Department of Commerce, in connection with the aforementioned project involving participation of Federal-aid highway funds, and is subject to applicable State and Federal laws, both criminal and civil.

10/12/65
(Date)

Bruce W. Stoddard
(Signature)

RECEIVED
OCT 11 1965
FOR FILING

October 11, 1965

The Honorable Lloyd Bea
County Judge
Baker County
County Courthouse
Baker, Oregon

Dear Judge Bea:

In your letter of July 28 to Mr. H. S. Cox, Engineer for the County-City Division, you requested that the State Highway Department consider taking over the road from Durkee up Burnt River to where it connects to Highway 7.

We have thoroughly investigated this proposal and find that to add it to the State Highway system would require that it be completely rebuilt, surfaced and oiled at an estimated cost of approximately $200,000 a mile. Since the highway is almost 25 miles long, the expenditure to the State would be in excess of $5 million.

As you know, the State Highway Department is unable at this time to secure enough finances to even keep abreast of the current deficiencies on the existing system. We cannot, therefore, recommend to the State Highway Commission the taking of this section of highway when we know that it would involve an expenditure of funds that is just not available.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klabee
Assistant State Highway Engineer

FSK:ar:b bg

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox
A. F. Parson

FORM E-90 60M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1965

SUBJECT: Pleasant Valley-Baker Sec.
Oxman-Bubbs Ranch Sec.
Old Oregon Trail Highway

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Recently County-City advised by Memo sections of proposed construction of 80-N in Baker County southeasterly of Baker in which they were seeking by agreement a takeover of the existing highway by the County when replaced by freeway construction. The total of several sections was about 25.5 miles.

Conversely, the County has proposed a trade involving some units of the State proposal for the Burnt River County Road.

Included herewith is a letter on the subject written by the Division Engineer stating that any such trade involving the county road from Durkee up Burnt River is not in the public interest and if necessary the existing highway should be retained by the State.

I concur with Mr. Parson's recommendation.

F. D. Morgan
Construction Engineer

JEM:fp
Attach.
cc A. F. Parson

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 12-63 84076

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 16, 1965

CONSTRUCTION DIVISION
AUG 17 1965
C2 ABC ACE CCE

SUBJECT: Pleasant Valley-Baker Sec.
Oxman-Bubb's Ranch Sec.
Old Oregon Trail Highway

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Reference is made to Judge Lloyd Rea's letter of July 28, addressed to Si Cox, and Mr. Klaboe's letter to you under date of August 9, concerning Baker County taking over the Pleasant Valley and Durkee area highway when we construct the interstate. This was discussed when you were up here last week.

The county road from Durkee up Burnt River where it connects with highway 7 is 25.6 miles long. This is a water grade road approximately half of which traverses a narrow rocky gorge at Burnt River. The road is gravelled and is in excellent shape for a county road. However, if it became part of the state highway system it would have to be completely rebuilt surfaced and oiled at an estimated cost of $150,000 a mile, or a total overall cost of roughly $4,000,000. Neeless to say, this cannot be justified at the present time.

My interpretation of the Judge's letter is that the Pleasant Valley to Baker Section and the old Durkee Highway 30 be part of the package of the trade. The Judge asked that the Pleasant Valley to Baker Section be resealed. Certainly if we make such trade as proposed the resealing should not be considered at all. We have patch sealed the Pleasant Valley Section which is all that we do on our own highways and we feel that no further sealing is necessary at the present time. Should we turn over the Durkee Section, all we plan to do there is patch sealing. These sections of highway stand up fairly well under the present highway 30 traffic and I am sure there would be no difficulty with them after the traffic is taken off. Therefore, I would not recommend sealing the entire roadway.

I anticipate no maintenance on these sections with the exception of snow plowing after traffic is diverted. Therefore, I would recommend that we retain these sections unless the county is willing to accept them with patch sealing. A map showing the proposed county section is attached as requested in Mr. Klaboe's letter.

T Murdock

A. F. Parson
Division Engineer

AFP:dj
Attachment

25½ Miles

W.W.N.F.

W.W.N.F.

Bridgeport

Pleasant Valley

Oxman

Weatherby

R42E

R40E

R41E

COUNTY

MALHEUR

COUNTY

ARRANGEMENT OF SHEETS FOR BAKER COUNTY

LEGEND

PUBLIC USAGE—PRIVATE ROAD

IMPASSABLE ROAD

PRIMITIVE ROAD

UNIMPROVED ROAD

GRADED AND DRAINED ROAD

SOIL SURFACED ROAD

GRAVEL NOT

Oxman - Bubb Land
T/A
Hwy #6

LLOYD REA
COUNTY JUDGE
R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY

BAKER — OREGON

Phone 523-3903

July 28, 1965

NOTED
DON HARWELL

NOTED
H. S. COX

Si Cox
Engineer County-City Relations
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

Several days ago Don called me regarding the agreements on the roads the state is requesting Baker County to take over in the Pleasant Valley and Durkee areas.

I discussed this with the county commissioners and they have asked that we formally request the State Highway Department to consider taking over the road from Durkee up Burnt River to where it connects to Highway #7. Please consider this a formal request. — See attached Exhibit A

We request that you consider this and we in turn will consider your ideas of highways you would have us to take over from your jurisdiction.

Our roadmaster recommends to us that the Pleasant Valley to Baker Section should be resealed. This road has already been patched, but based upon Mr. Best's recommendations to us we would appreciate your consideration of this matter.

We do not want to hold up the letting of the Oxman-Bubb ranch section of the freeway. We want to assure you that we will follow through with our previous talks regarding the roads in this area.

7/30/65 NOTE: I called Judge Rea & he indicated they would sign this paving agreement on 8-4-65. Don H.

Sincerely yours,

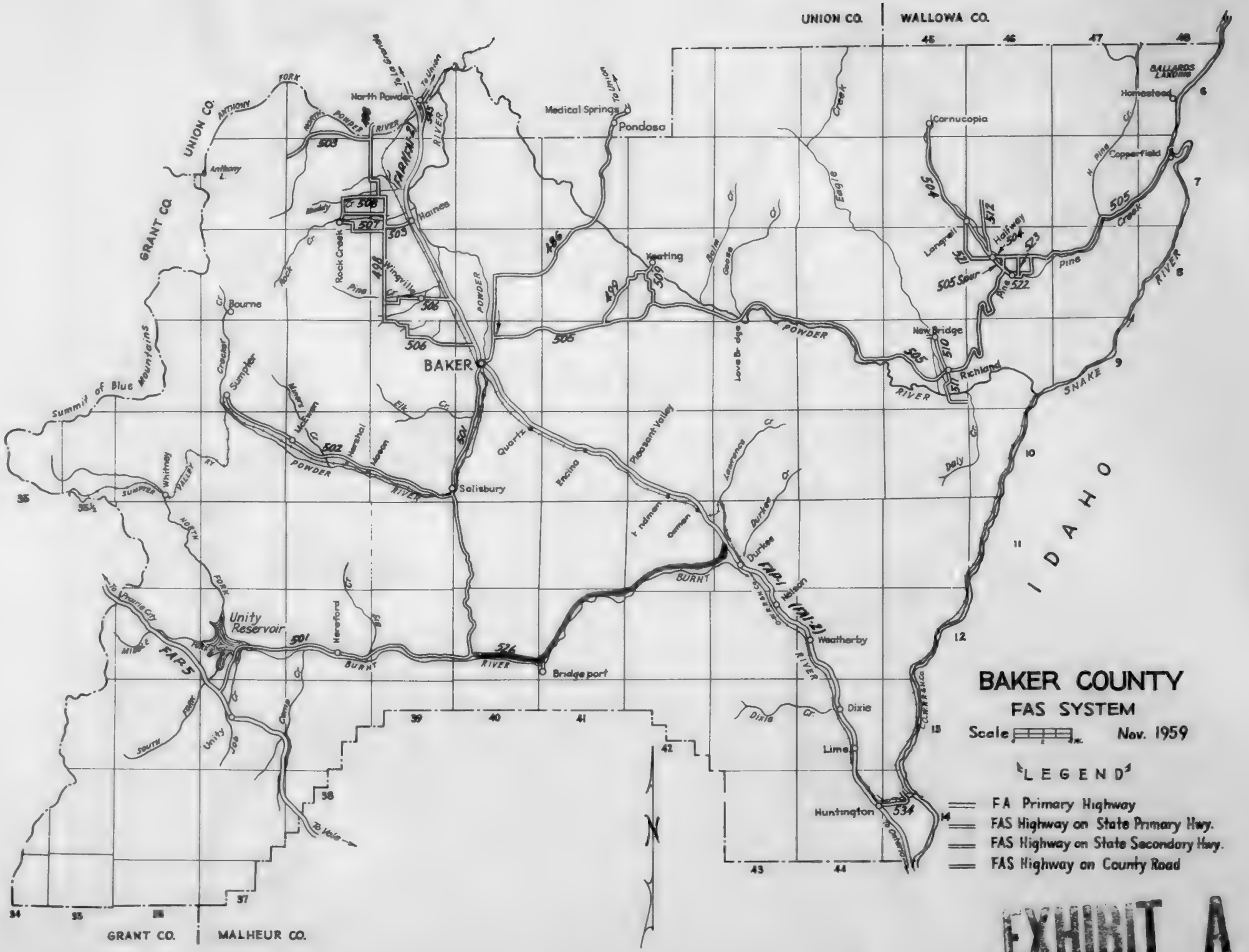
Lloyd Rea

Lloyd Rea
County Judge

LR:bvl

RECEIVED
AUG 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 30 1965
ENGINEER
COUNTY & CITY DIVISION



BAKER COUNTY
FAS SYSTEM

Scale [scale bar] Nov. 1959

LEGEND

- FA Primary Highway
- FAS Highway on State Primary Hwy.
- FAS Highway on State Secondary Hwy.
- FAS Highway on County Road

EXHIBIT A

MEMO TO FILES, 8/17/65

ABANDONMENT, STATE HIGHWAY # 6 (Old Oregon Trail)
BAKER COUNTY

Purpose of this memo is to focus attention on Baker County, the status of abandonment of Highway 6, proposals that must be pursued in the near future, and problems recently presented by the County Court.

(1) North Powder-Baker Section (approximately 21.5 miles)

New alignment is not set as of this date; however, 80-N will be easterly of present highway. It is presently proposed to retain this section of highway as it serves the cities of Haines and Baker. State Highway 411 (Haines-Anthony Highway) enters at Haines and State Highways 410 and 13 enter at Baker.

(2) Baker-Pleasant Valley Section (approximately 10.0 miles)

Original proposal by Division V was to retain old highway from Baker to Encina for use as a frontage road. A number of county roads enter this section and traffic is fairly heavy.

On that portion between Encina and Pleasant Valley, State forces have patch-sealed old highway in anticipation of abandonment to Baker County. The abandonment agreement was first sent to Baker County October, 1963, and then again in June, 1965. The County has not signed this agreement and now, by letter of July 28, 1965, they attempt to tie this in with acceptancy be State of Burnt River Canyon Road. August 12, 1965, Morgan, Parson, and Cox inspected the Burnt River Canyon Road and found the expected length of transfer to be approximately 25.5 miles. Mr. Parson on this date also advised me that he had previously gone over the Encina-Pleasant Valley Section (old highway) with Durwood Best (Baker County Roadmaster) and that he, Mr. Best, was not satisfied with the patch seal job and that he wanted some "dollops" taken out of the road. Mr. Parson feels that the cost of satisfying Mr. Best is prohibitive. Previous to this date Judge Rea had indicated that a "re-seal" of this section would be acceptable, but that a re-seal will not remove any deformation in grade.

This office has, in the past, refrained from indicating in any agreement specific treatment that must be employed to bring a road to acceptance by the county. This area has always been handled by the division and the county on a mutually agreed upon basis. It now appears that when a county demands a "seal" that the type of seal should be known by all parties in order to save time, effort, and money. When the term "seal" or "re-seal" is used, this office would like to recommend that this would mean our standard 0-32 mat. This treatment uses, on a 20-foot wide traveled surface, 94 c.y. of 1/2"-1/4" per mile, 41 c.y. of 1/4-10 per mile, and approximately 16 tons of asphalt per mile.

(3) Pleasant Valley-Hill Creek Section (approximately 2.6 miles)

A frontage road was constructed along westerly side of 80-N, utilizing old highway in places (approximately 1 mile of total length) in order to connect Hill Creek County Road both north and south. This section is being maintained by State.

(4) Hill Creek-Oxman Section (approximately 2.5 miles)

Old highway in this section is being maintained by State. At one time Judge Rea promised verbally to take over this section. No agreement has been presented to County.

(5) Oxman-Bubbs Ranch Section (approximately 7.0 miles)

Abandonment of this section has been accomplished by combining with throughway agreement. This agreement was signed by the County August 4, 1965. It has yet to be acted upon by Highway Commission.

County verbally stipulated prior to signing the agreement that old highway be sealed. I would suggest use of O-32 treatment initially.

(6) Bubbs Ranch-Weatherly Section (approximately 6.0 miles)

There is one short section of old Oregon Trail highway (station 300 to 322) lying outside access control line. Will probably go to property owner.

(7) Weatherly-Lime Section (approximately 5.75 miles)

There are no sections of old highway in this section to dispose of.

(8) Lime Section (approximately 3.5 miles)

This section has approximately 2.5 miles of old Oregon Trail highway that Baker County should be asked to take over.

(9) Lime-Malheur County Line Section (approximately 7.8 miles)

This section is the by-pass of Huntington and approximately 8 miles of old Oregon Trail highway lies outside freeway access control line. As there are several county roads converging into Huntington, it is the feeling of this office that the County would not take over any portion of the old highway.

Recapitulating the foregoing section accounts, it would be the recommendation of this office that the following action be taken:

(1)	North Powder-Baker Section	Retain old highway	21.5 miles
(2)	Baker-Pleasant Valley	Abandon to County	11.0 miles*
(3)	Pleasant Valley-Hill Creek	" " "	2.6 miles*

FORM E-123X 50M 2-65

RECEIVED
OCT 11 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320

6-720

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 7, 1965

Lookout Mountain Telephone Company
Durkee, Oregon

ATTENTION: Mr. Julius Hopper

Re: Lookout Mtn. Telephone Company Adjustment
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320

Gentlemen:

Your estimate and sketch map for the adjustment of the above-captioned facilities, as submitted with your letter of September 15, 1965, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of September 27, 1965.

Reimbursement for the work performed subsequent to September 27, 1965, in the amount of $1,438.19, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of your work in the bill. It will also be necessary for you to execute the X-Permit, which has been sent to you under separate cover.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
L. V. Blickenstaff
J. B. Bangert
J. W. Valentine

RECEIVED
OCT 11 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 30 1965
FOR FILING

I-ØN-7(15)230
6788

September 28, 1965

Rogers Construction, Inc.
11760 N. E. Glisan Street
Portland, Oregon 97220

Gentlemen:

The State Highway Commission on September 28 accepted your bid in the amount of $3,684,689.90 for grading, paving, structures, and signing on the Oxman-Bubbe Ranch Section of the Old Oregon Trail in Baker County, which was the low bid received for that job on September 24.

The Commission referred the bid to the Engineer with authority to award the contract to you as soon as certain conditions have been satisfied. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

fhs

cc Frank Morgan
L. H. Young
R. G. Savage (SIAC)
I. D. Merchant

RECEIVED
OCT 1 - 1965

FOR FILING
Form CD-121 (11-63) (Prec. by A.O. 206-10)
7-K-7-12 1320
6724

KLABOE

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 27, 1965

In reply refer to: 08-35.2-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320, Oxman-Bubbs Ranch Section
Lookout Mountain Telephone Company Utility Adjustment

Our memorandum dated September 2, 1965 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated September 29, 1965, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated September 15, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated September 22, 1965. Since the utility proposed to do this work with their own forces, our memorandum, dated September 7, 1965 authorizing the use of a consultant is hereby rescinded. Reimbursement on an agreed lump sum basis of $1,438.19 is approved.

Our program memorandum dated September 21, 1964 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.
10-1-65

RECEIVED
SEP 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 27 1965

FOR FILING
Form CD-121 (11-63) (Prom. by A.O. 300-10)

FOR FILING UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 17, 1965

In reply refer to: 08-35.EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Young - Litchfield
BY ASST. STATE HWY. ENGR.
9-27-65

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section
Grading, paving, structures and signing

Our September 2, 1965 memorandum authorized you to advertise the subject project for bids with one of the understandings being that a draft of an agreement with the Union Pacific Railroad be furnished prior to our concurrence in award.

We hereby confirm our verbal advice of September 15, 1965 that the above requirement will be waived and that our Regional office has authorized waiving the requirement that all necessary arrangements for railroad work have been made for it to be undertaken and completed as required for proper coordination with the proposed contract construction schedule as being in the public interest for the following reasons:

(1) There is urgent need to advance the project to the physical construction stage.

(2) The inability to occupy and use the property involving the railroad's signal and communication lines will not seriously interfere with prosecution of the construction work on substantially all of the project in a reasonably economical and orderly manner.

(3) Slowness of the railroad in furnishing a draft of its agreement is a condition over which you have no control.

Revision letter No. 2, dated September 15, 1965, restricting the contractor's operations on railroad property until December 31, 1965 is approved. Certification in your request for concurrence in award regarding proper coordination could specifically note the approved exception regarding railroad work thereby establishing eligibility for participation in appropriate approved extensions of time should delays beyond December 31, 1965 occur.

It should be understood that any work performed by railroad forces prior to your initiating an action requesting authorization therefor will not be eligible for Federal-aid participation.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Furthermore, although we realize that the railroads are not always prompt in submitting proposed agreements, we are concerned that you may not have initiated action sufficiently in advance to allow time for preparation of a draft of an agreement. In an attempt to obtain unrestricted working areas on future projects, you are again reminded of the desirability of initiating actions to complete all right of way clearance, utility and railroad work at an early date. Waivers of the requirements regarding occupancy and use of all right of way are to be granted only for very infrequent and rare exceptions. Approval of the waiver in this instance is not to be construed as establishing a precedent for the granting of waivers in other similar cases.

RECEIVED
SEP 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 2-65

RECEIVED
SEP 11 1965
FOR FILING

COMMISSIONERS
GLENN C. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 10, 1965

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Railroad Wire Lines
Oxman Overcrossing
Oxman-Bubbs Ranch Section
Baker County
Project No. I-80N-7(15)320
R/W File 36089
YOUR FILE: D 9416 - 32 - 1

Gentlemen:

This is in reply to your letter of June 7, 1965 regarding the disposition of your wire lines at the site of the Oxman (Unity) Overcrossing at railroad mile post 362.21.

You ask if the State is willing to grant an easement to the railroad for these wire lines on State property. It is contrary to the AASHO policy for interstate highways to allow easements for any utility on interstate right of way. However, in a conference with your representatives on August 2, 1965, we proposed another method of handling this which I am sure you will find satisfactory.

We are now preparing a description of the property within our proposed interstate right of way now occupied by your poles and anchors and will submit it to you when it is completed. It is our intention to convey the fee title to this land to the railroad. We expect, in turn, to receive credit for the value of this land in our total property transaction connected with this project.

We have asked for permanent easements for slopes, retaining walls, drainage, footings and overcrossing structures, and a grade crossing totalling 1.96 acres. Descriptions of these four parcels were attached to my letter of August 3, 1965, in which I gave you the details regarding the proposed Hindman County Road grade crossing.

If this suggestion is satisfactory to you, please incorporate these provisions into our agreement covering this project.

The Bureau of Public Roads may not allow the State to award this contract until we receive a draft of your proposed agreement. Therefore, it will be greatly appreciated if you could have such a draft in our hands by September 24, 1965, the day on which we open bids for this project.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: F. B. Klaboe (w/copy of UPRR letter)
L. H. Young " "
D. H. Moehring " "
A. F. Parson " "
L. V. Blickenstaff " "
J. W. Valentine " "

RECEIVED
SEP 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY
TRANSPORTATION DIVISION
DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

JUNE 7, 1965

(File Ref. D 3416 - 32 - 1)

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield,
Utilities Liaison Engineer

Dear Sir:

In line with your recent discussions with this office relative to the State's plans to reconstruct the Oxman - Durkee Section of the Old Oregon Trail Highway, will appreciate being advised whether the State is willing to grant the Railroads an easement for their wire lines on State property at the existing Oxman (Utility) overcrossing at Railroad MP 362.21.

Have also been informed that the State is considering applying for a new County road crossing at grade across the Railroads' tracks and right-of-way where a private road crossing exists; will appreciate the receipt of plans for this crossing as soon as they are available for our review and approval.

An understanding should be reached on these matters in order that they may be incorporated in agreement covering the Oxman - Durkee project.

Yours very truly,

W. G. Johnson

CONSTRUCTION DIVISION
RECD JUN

RECEIVED
SEP 10 1965
Form C-121 UNITED STATES GOVERNMENT
Prep. by A.O. 206-10

Memorandum

I-80N-7(15)320
6729

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 8, 1965

In reply refer to: 08-35-EC

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320, Oxman-Bubbs Ranch Section
Lookout Mountain Telephone Company Utility Adjustment

As requested in Mr. Litchfield's September 3, 1965 letter we hereby concur in the use of Carlson Construction Company for the engineering and construction of the subject utility adjustment. This concurrence based upon the information provided in Mr. Litchfield's letter, and that the utility is not adequately staffed to perform such work.

Our program memorandum dated October 5, 1964 authorized utility preparatory work effective that date. Upon completion of this consultant's engineering services, submission of the usual documents for authorization of the actual adjustment will be necessary prior to the construction phase.

Inclusion of the Appendix A clauses of the Civil Rights Assurances in the contract as well as the execution of the Certification of Consultant of IM 30-6-64 (December 24, 1964) will be necessary.

REFERRED TO
Litchfield - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 30 1965

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(15)320

Klaboe

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage St. N.E.
Salem, Oregon 97301

TO 6729 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1965

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section
Idaho Power Co. Utility Adjustment

Our memorandum dated September 2, 1965 approved the P. S. & E. documents for the physical construction phase of the subject project.

Your proposed agreement, as evidenced by your Staff Attorney's letters dated September 29 and 30, 1964, furnished with the P. S. & E. documents for the physical construction, and the above-mentioned utility's letter dated August 10, 1965, as well as the plans and estimate furnished therewith and transmitted with Mr. Young's letter dated August 27, 1965, has been reviewed and found satisfactory; however, approval of this agreement is being withheld pending submission of an executed permit. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, utilizing the firm of Barton, Stardard and Lupton, is satisfactory. You are reminded of the requirement of incorporating the clauses of Appendix A of the Civil Rights Assurances in this contract, and the submission of the Certificate of Consultant.

Our February 12 memorandum authorized a portion of the subject utilities adjustment, and this memorandum now completes the remainder of the adjustment.

Our program memorandum dated September 21, 1964 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with the remainder of the actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

REFERRED TO
By Asst. State Hwy. Engr.
9.29.65

NOTED
F. B. KLABOE

RECEIVED
SEP 28 1965
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 1 1965
FOR FILE

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

I-80N-7(15)320

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 2, 1965

In reply refer to: 08-35.2-DA

6729

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320
Oxman-Bubbs Ranch Section
Grading, Paving, Structures and Signing

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved concurrently with Mr. Young's August 23, 1965 request for approval of an individual project program change advancing the project to Stage 2. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired or rights of entry obtained, with relocation advisory assistance unnecessary as indicated in Mr. Litchfield's August 25, 1965 report and Mr. Oakes' August 19 and September 2, 1965 reports, with the following exceptions:

File No. 38092 - Hindman
" " 29119 - Kirby
" " 36094 - Hursh

Access rights - Idaho Power Co.

We understand that condemnation suits will be filed if necessary with the expectation that the above three parcels will be made available for occupancy and contractor's use and access rights for Idaho Power Co. acquired prior to your requesting our concurrence in award.

Authorization to proceed with the utility adjustments for Lookout Mountain Telephone Co., for which we have not been furnished plans and estimates, is being withheld; however, these documents, including X-permits, must be submitted prior to our concurrence in award as well as the X-permits for Idaho Power Co. Such action will not obviate the necessity for providing the certification required by subparagraph 10e(2) of PPM 21-6.3 regarding utility adjustment coordination. Furthermore, the last sentence of Article 7-26 of your special provisions should be revised to be consistent with this certification. It should be understood that you may be obligated to

re Litchfield - Young

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

NOTED
FORREST COOPER

the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

Rather than furnishing a copy of a draft of an agreement with the Union Pacific Railroad as required by subparagraph 23d of PPM 21-10 you have merely furnished a permit-of-entry dated August 26, 1965 and your covering letter of September 1, 1965. Apparently you have allowed a previous exception to required procedure to become a rule. Though we do not consider that comparable circumstances exist on this project for a public interest finding, we have authorized construction affected by railroad work in this instance due to this apparent misunderstanding. However, we will expect that appropriate procedures will be followed on the next project, I-80N-3(47)95, Cellio-Rufus Section.

Your estimate includes only protective service for work to be performed by the railroad. It would appear that adjustment of signal and communication lines as shown on Drawing No. 20216 and the proposed grade crossing on the "HR" line would involve other costs. Furthermore, your September 1, 1965 letter to the railroad did not mention requirements for the control of access clause nor that it was anticipated that the small segment of right-of-way outside the fence to the left of Station 1000 would be exchanged with the railroad as discussed previously with this office. Plan Sheet No. 3 should be corrected accordingly.

In addition to submission of necessary written evidence that the railroad has approved the design plans, we will expect to receive a draft of the railroad agreement prior to our concurrence in award or authorization to proceed with railroad work.

Our approval of the project is with the understanding that a revision letter, with prior approval of this office, will be issued to prospective bidders indicating modifications in the design or eliminating the Hooker Ranch Road Overcrossing prior to the bid opening. OK

The pavement type selection for the project is accepted on the basis of documentation attached to your June 25, 1964 "Project Base Design" sheet. Stage construction of the pavement is acceptable on the basis of this design. Eligibility of the future 2-inch overlay for financing with Interstate funds is thereby established, provided the work is completed within the statutory time limit set for completion of the Interstate system and provided sufficient OK

apportioned FAI funds are available for expenditure for such work at the time the work is authorized.

Mr. Young's September 1, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

OFFICE OF
STATE HIGHWAY ENGINEER

FILED
SEP - 1965
FOR FILING

I-80N-7(15)320
C 322
E 10 1

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1965

Union Pacific Railroad Company
828 Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. G. H. Baker
General Manager, Northwestern District

RE: Permit of Entry
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320
YOUR FILE: C 322 - 0 - 40

Gentlemen:

Herewith you will find the carbon copy of your letter dated August 26, 1965 as approved by our Deputy State Highway Engineer, Mr. R. L. Porter, granting the State the right to enter on railroad property involved on this project.

The conditions as stated are acceptable to the State with the exception of the last clause of paragraph 4 which obligates the State to "assume all liability". The State is not an indemnifier of anyone and, therefore, the State cannot agree to accept blanket liability as you have proposed. Most of your proposals do not contain this unacceptable language and its inclusion, I am sure, was an oversight on your part. We suggest that said paragraph 4 of the Permit of Entry end following "$500,000.00".

Bids for this contract will be opened on September 24, 1965 rather than September 21 as you were previously advised.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
SEP 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:bjm
enc.

cc: R. L. Porter
F. B. Klaboe
A. W. Parsons
L. H. Young
G. E. Rohde
D. H. Moehring
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

G. H. BAKER
GENERAL MANAGER
NORTHWESTERN DISTRICT

928 PITTOCK BLOCK
PORTLAND, OREGON 97205

August 26, 1965

C 322 - 0 - 40

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 27 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Attention: Mr. G. W. Litchfield
Utilities and Liaison Engineer

Dear Sir:

Please refer to your file covering the Oxman-Nelson Section of the Old Oregon Trail Highway project in which permission was requested to enter upon Railroad property account your desire to advertise for bids in September.

The Oregon-Washington Railroad & Navigation Co. and its lessee, Union Pacific Railroad Company, insofar as they have right to do so, hereby grant to the Oregon State Highway Commission a permit to enter upon the property owned by the Railroad for preliminary work in connection with construction between M.P. 362.2 and 372.9 as indicated on the attached railroad print dated August 17, 1965, for purposes and subject to the terms and conditions more specifically set forth hereinafter.

1. The State will agree to sign Railroad's standard form of agreement which, among other things, will include satisfactory provisions for access to Railroad signal pole line in the vicinity of Unity at M.P. 362.21 and for proposed County grade crossing at M.P. 366.21, subject to further negotiations and the approval of Public Utilities Commissioner.

2. All construction will be in accordance with plans approved by the Railroad's Chief Engineer and prior to said construction the State will notify the Railroad of its intent and anticipated work.

3. The State will provide and include in its plans all necessary highway type barricades, right of way fences,

and drainage structures.

4. The State before entering upon Railroad's property under permission granted herein, shall furnish or cause its Contractor to furnish the Railroad Company with satisfactory public liability and property damage insurance with maximum limits of not less than $250,000/$500,000 and RLH ~~will assume all liability and cost.~~

If you concur with the above stipulations, please indicate your acceptance of the foregoing conditions by signing in place provided below and return the carbon copy of this letter to me so executed.

Yours very truly,

R. H. Baker

Accepted this 31 day of Aug, 1965

STATE OF OREGON

By R. H. Baker
Deputy State Highway Engineer

RECEIVED
SEP 7 - 1965

Form CD-121 (1-63) (Prev. Ed. A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

6729

I-80N-7(10)320

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 31, 1965

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(10)320
Oxman-Bubbs Ranch Section
Parcel 38092 - Hindman

A taking is necessitated from the subject property in order to provide for a frontage road and bridge across Pritchard Creek. It is our understanding that it is the State's position that inasmuch as the owner's bridge is within the taking he must be paid compensation even though the bridge will be replaced by your proposed construction. It would appear that the proposed bridge and frontage road will provide as good as, if not better, access to the owner's property than the existing bridge and access road. We also understand that it is not feasible to avoid taking the existing bridge as it would require PUC approval for a new railroad crossing for the frontage road which would delay construction of the project. We concur that the project should not be delayed.

Concerning the appraisal allowance of $2,200 for the bridge which will be replaced it did not seem to us that the market value of the owner's remainder property would be materially affected by the fact that he was now served by a public bridge.

The value of a bridge lies in the enhancement in value that it gives to the agricultural lands in providing access to the property. If a taking were made of the bridge and alternate access not provided, it undoubtedly would affect the value of the remaining property. However, where such access is being provided it does not seem reasonable on a valuation basis that the remaining value of the property is affected in the amount of $2,200. Therefore, on the basis of paragraph 5h of PPM 21-4.1 we will require that a full before and after appraisal be prepared on this property.

Chief Counsel G. E. Rohde's letter of August 6, 1965 requests an opportunity to review a legal opinion that we may have on this subject. We have not received such an opinion. However, we request the comments of Mr. Rohde as to the application of Oregon law in this case in order that we may consider the extent of Federal participation.

orig to Rohde
copy to Mehring
Young
9-2-65

RECEIVED
OFFICE OF

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 1 - 1965
FOR FILING
I-84 N-7(12) 3:0
Apt
6729

Salem, Oregon
August 31, 1965

Mr. A. F. Parson
Division Engineer
State Highway Department
La Grande, Oregon

I recently approved a set of plans on the Cayuse-Dubbs Ranch Section which included a retaining wall configuration on Drawing 19881 which I did not like. The top of the wall was established by specific elevations at certain points along the wall with straight lines drawn between and with the notation "These lines with 8-foot curve", or words to that effect.

Please construct this wall with an appropriate curve along the top line from end to end.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc Forrest Cooper
R. L. Porter
E. S. Hunter
Ivan Merchant

RECEIVED
SEP 27 1965
FOR FILING
I-ROW-7(15) 32
0701

MISC. CONTRACTS and
AGREEMENTS No. 2899

Agenda Item
4 e
8-23-65

August 26, 1965

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

We are enclosing for your records and files a fully executed copy of an agreement between the State Highway Commission and the County of Baker covering the Oxman-Bubbs Ranch Section on the Old Oregon Trail No. 6 in Baker County.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

RECEIVED
AUG 25 1965
FOR FILING

I-80N-7(15)22 C
6729

Commissioners
[illegible] Coquille
John P. Amacher, Winchester
[illegible]
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 18, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 21, which enclosed plan title sheets on the below listed projects.

1. Crooked Creek Bridge, Fremont Highway, Lake County.
2. Nehalem River (Jewell) Bridge Section, Nehalem Highway, Clatsop County.
3. Toledo Slide Section, Corvallis-Newport Highway, Lincoln County.
4. Cornan-Dubbs Ranch Section, Old Oregon Trail Highway, Baker County.
5. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County
6. Cottings Creek Safety Rest Area, Pacific Highway, Lane County.
7. Irrigon Junction-Umatilla County Line Section, Old Oregon Trail Highway, Morrow County.
8. Dorena Dam Slide Section, FAS 231, Lane County.
9. Bridal Veil-Hood River Section, Columbia River Highway, Multnomah and Hood River Counties.

We have reviewed these projects to determine effects on the fishery resource, and no problems are anticipated with the proposed construction, except as follows.

The Nehalem River, in the section of construction, contains good populations of anadromous fish. Protection from excessive silt loads should be given, especially during periods of low flow.

Your consideration in careful practices in preventing damage to spawning gravel will be much appreciated.

We are pleased to have the opportunity to comment on these plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

8-20-65 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (9)
T. C. Roake
J. E. Morelock
L. W. Kulien (2)
R. D. Asburry (4)
L. R. Chandler (6)
J. F. Putnam (2)
A. F. Parson (4)
fp

ROK:da
cc: Director OFC

RECEIVED
AUG 12 1965
FOR FILING
Court
Elm
Del Cumulk

August 11, 1965

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 23 Commission meeting will be a throughway-abandonment agreement with Baker County pertaining to the Cumma-Dobbs Ranch Section of the Old Oregon Trail, State Primary Highway No. 6 (I-80N), in Baker County.

This agreement provides for construction of the throughway, various ramps and connections to the Durkee and Nelson Interchanges, frontage roads, reconstruction of existing county roads along the throughway, and for road closures.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway, interchanges, and connections. The County will assume or retain full maintenance of those frontage roads or portions of county roads reconstructed as part of the project, with all of the State's right, title, and interest in said frontage roads or reconstructed county roads passing to the County.

This agreement further provides that, upon completion of the project, the State shall by resolution formally eliminate from the state highway system the existing portion of the Old Oregon Trail lying adjacent to the throughway and all of the State's right, title, and interest therein shall pass to the County. The portion to be eliminated lies between Engineer's Stations 987+60.56 and 1366+00 and is approximately seven miles in length.

It is proposed to advertise this project for bid letting on September 21. The estimated cost is $5,020,000 and, if

satisfactory bids are received and no other complications arise, the contract would be under construction around early October.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
H. S. Cox
A. F. Parson

DNH:mm bg

RECEIVED
AUG 12 1965

COMMISSIONERS:
HEAMAN P. HELGERSON, CHAIRMAN, BEAVERTON
EDW. O. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

E 8UN-7(13)22
6729

STATE OF OREGON
FISH COMMISSION OF OREGON
507 STATE OFFICE BLDG., 1400 S.W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
AUG 9 1965

August 6, 1965

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

The plan title sheets of the following listed projects transmitted to us by your letter dated July 21, 1965 have been received:

1. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.

2. Crooked Creek Bridge Section, Fremont Highway, Lake County.

3. Nehalem River (Jewell) Bridge Section, Nehalem Highway, Clatsop County.

4. Oxman-Bubbs Ranch Section, Old Oregon Trail Highway, Baker County.

5. Dorena Dam Slide Section, FAS 231, Lane County.

8/9/65
Copies to:
F. B. Klaboe
Frank Hall (5)
L. H. Young
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (4)
J. F. Putnam (2)
A. F. Parson (2)

fp

We expect no conflict with the fisheries resource on item numbers 1 and 5. Also we are in receipt of copies of the Oregon State Game Commission's comments and recommendations to you on item numbers 2, 3, and 4 and are in accord with their recommendations. Considerable care should be taken to avoid heavy silt loads in the streams. Your favorable consideration in these matters will be appreciated.

NOTED.
F.B. KLABOE

Sincerely,

Edw K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Received by
By Construction Engineer

RECEIVED
AUG 9 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N 7(15)320
C721

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 6, 1965

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas
Portland, Oregon 97212

ATTENTION: Mr. J. W. DeYoung, Jr.

RE: Pacific Northwest Bell Company Adjustment
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(15)320
Your File: RO 77186

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letters of January 8, 1965 and March 10, 1965, have been approved by the State and the Bureau of Public Roads. This will confirm our verbal authorization to proceed with the work at Station 1092 effective March 4, 1965 and the remainder of the work as detailed in your above-mentioned letter of January 8, 1965, effective April 14, 1965.

Reimbursement for the work performed near Station 1092 subsequent to March 4, 1965 in the amount of $328 and reimbursement as outlined in Attachment No. 1 to your letter of January 8, 1965 subsequent to April 14, 1965, in the amount of $972, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By Phil G. Preston

Phil G. Preston
for T. W. Litchfield
Utilities Liaison Engineer

TWL:fp
cc F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
A. F. Parson
L. V. Blickenstaff
J. B. Bangert
J. W. Valentine

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1965
COMMISSIONERS
FOR FILING

GLENN [illegible], CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 6, 1965

NOTED
R. L. PORTER

Mr. Alfred W. Parsons
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: R-38092 - Hindman
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Oregon Project I-80N-7(10)

Attention: Mr. Theodore Dec

Dear Sir:

We have your letter advising that Federal participation will not be approved on the above file based on appraisals which have been had. No request for such participation has yet been made.

The reason given for refusal to participate seems to me to involve legal principles as to what is "just compensation" under the constitution. No doubt you have already obtained such a legal opinion. We would appreciate being allowed the opportunity to review the same. Your early written reply is necessary so that we may proceed rapidly with our review procedure and acquisition of this subject property.

Very truly yours,

G. E. BOHDE
Chief Counsel

GEB:hg
CC - Mr. Forrest Cooper
Mr. D. H. Moehring
Mr. Carl Smith

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-12 (11-63) (Prev. by A.O. 204-10)

U.S. GOVERNMENT

RECEIVED
AUG 6 1965

Memorandum

FOR FILING

Klaboe Mehring

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 4, 1965

In reply refer to: 08-35.7

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-7(10), Oxman-Bubbs Ranch
Right of Way File 38092, Hindman

The appraisal of this property contains a $2,200 item to compensate for a bridge across Pritchard Creek. Proposed construction calls for an access road which will necessitate its removal; however, it will be replaced by another larger bridge to be constructed by the State.

We do not feel the lack of a private bridge, when the property will be adequately served by one in public ownership, would be reflected in the market value of the property on a before and after basis. The new road will be built to higher standards than the one presently in use and the owner will be relieved of repair and maintenance costs on his bridge; therefore, the property seems to be benefitted by the proposed construction.

On the basis of the foregoing we cannot approve Federal participation in any payment for the bridge; however, we will be pleased to review any further justification you may care to submit.

orig to Mehring
REFERRED TO copy to
By Asst. State Hwy. Engr.
Merchant 8-6-65
NOTED
F. B. KLABOE

RECEIVED
AUG 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 5 - 1965
FOR FILING

I-80N-7(15)32C

6721

G. D. Tohde

RECEIVED
AUG 4 1965
STATE HIGHWAY ENG'R
NOTED
R. L PORTER

JNH:ja
8-2-65

PUX 572

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to construct a crossing at grade between relocated Hindman Road, a Baker County Road, and the tracks and right of way of Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, 1½ miles Southeast of Oxman, to be known as the HINDMAN ROAD GRADE CROSSING project, located in the Northeast Quarter of the Southeast Quarter (NE¼SE¼) of Section 7, Township 11 South, Range 43 East, Willamette Meridian Meridian, Baker County, Oregon.

A P P L I C A T I O N

No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this application is made under the authority of ORS 366.205 and 763.020.

III

That for the service, safety and convenience of the public, Applicant is reconstructing and aligning the Oxman-Bubbs Ranch Section of the Old Oregon Trail Highway, Primary State Highway No. 6, Interstate System Highway 80N, in Baker County, to Interstate System standards; that in order to restore the access of landowners in the area to the public highways, it is necessary to re-route and rebuild a portion of that Baker County road known as Hindman Road; said re-routing will cause the new alignment of Hindman Road to cross the right of way and tracks of the Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad

JNH:ja
8-2-65

Company, Lessee, at Railroad Centerline Station 5428+54 equals Hindman Road Centerline Station 21+43.29. Said intersection of the centerlines will be at an angle of 89°51'30" in the Northwest Quadrant; all as shown on Oregon State Highway Department drawing titled Vicinity Map & Profile, County Road Grade Xing of Railroad, Oxman-Bubbs Ranch Section, Old Oregon Trail Highway, dated June 1965, marked Exhibit "A", attached hereto and by reference made a part hereof. Said road will be rebuilt to two 13-feet gravel-surfaced travel lanes with no shoulders; the crossing area will be plank surfaced.

IV

That it is and would be impractical and uneconomical to construct a grade separation at the proposed grade crossing site by reason of the very minor volume of vehicular traffic upon the highway.

V

That the estimated annual average daily volume of traffic on the highway at the proposed crossing site is 20 vehicles; that there is an average of 16 train movements per day with a maximum train speed of 79 miles per hour. Said crossing site is presently a private road grade crossing.

VI

That the following are affected by the proposed grade crossing: Oregon-Washington Railroad & Navigation Company, Union Pacific Railroad Company, Lessee, Baker County and Applicant.

VII

That sight distances for vehicles on Hindman Road approaching the railroad crossing are as follows:

JNH:ja
8-2-65

From a point on the proposed road
500' North of the crossing (Point B)
Northerly 1,800'
Southerly 3,400'

From a point on the proposed road
500' East of the crossing (Point D)
Northerly 600'
Southerly 400'

From a point on the proposed road
50' West of the crossing (Point A)
Northerly 2,000'
Southerly 3,000'

From a point on the proposed road
50' East of the crossing (Point C)
Northerly 2,300'
Southerly 2,600'

VIII

That traffic at the proposed crossing be protected by installing a Public Utility Commissioner's Standard No. 1R, Reflectorized Crossbuck on each side of the crossing at an appropriate location, together with a Highway Department Standard Railroad Advance Warning Sign, W-1000.

IX

That Hindman Road will approach the crossing on a descending grade of 0.81% from the west and continue toward the east on the same or lesser grade.

X

That the Applicant proposes that the construction and maintenance of the project and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the highway approaches and appurtenances thereto of the crossing, and supervise the construction thereof.

(b) Utilizing State and Federal funds only, finance the construction of said project, including reimbursement to the Railroad Company for its costs for necessary expenditures incurred by it in connection with the construction thereof; said reimbursement shall be made pursuant to the accounting practices

contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads on August 15, 1955, and amendments and supplements thereto.

(c) Furnish and install two Highway Department Standard Railroad Advance Warning Signs, W-1000.

(d) Furnish and install approximately 50 lineal feet of 18" culvert pipe along the west side of the tracks at approximate Hindman Road Station 21+10.

THINGS TO BE DONE BY RAILROAD COMPANIES:

(a) Subject to reimbursement by Applicant as provided above:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of constructing the project.

2. Remove its existing signal and communication lines during construction and replace them in a permanent location upon completion of the construction.

3. Furnish and install Public Utility Commissioner's Standard No. 1R Crossbucks at appropriate locations on each side of the railroad tracks.

4. Remove and replace any conflicting railroad right of way fence.

5. Provide and install preservative treated ties, and ballast on and along that portion of the tracks crossed by the highway. Provide and install a Type 2

plank crossing for a length of 30 feet measured along the centerline of the track.

(b) At its own cost and expense, maintain the railroad tracks and other railroad facilities and appurtenances, including the crossbucks.

THINGS TO BE DONE BY BAKER COUNTY:

(a) At its own expense, following completion of the project, maintain the highway and the culvert pipe installed by Applicant.

XI

That the proposed crossing is in the Northeast Quarter of the Southeast Quarter (NE¼SE¼) of Section 7, Township 11 South, Range 43 East, Willamette Meridian, Baker County, Oregon.

WHEREFORE, Applicant prays for an order in accordance herewith and such further orders as may be deemed proper in the premises.

Dated at Salem, Oregon, this 3rd day of August, 1965.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
8-2-65

STATE OF OREGON)
) ss
County of Marion)

I, F. B. Klaboe, being first duly sworn, say that I am Assistant State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

F. B. KLABOE

Subscribed and sworn to before me this 3rd day of August, 1965.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
JUL 29 1965

SP*6418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1965

To: Mr. G. E. Rohde
Chief Counsel

BUILDING

SUBJECT: PUC Application for Grade Crossing
1-1/2 miles Southeast of Oxman
Hindman County Road
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County

The reconstruction of the Old Oregon Trail Highway requires the construction of Hindman County Road with a grade crossing of the OWR&N Company Railroad leased by the Union Pacific Railroad Company.

Attached you will find twelve (12) prints of our Drawing No. 8B-33-7 dated June, 1965, showing plan, profile and vicinity map of this grade crossing.

This crossing is located in the NE 1/4 of the SE 1/4 of Section 7, Township 11 South, Range 43 East W.M. The proposed centerline of the Hindman County Road intersects the railroad at County Road Station 21+43.29 = Railroad Station 5428+54 with an angle of intersection being 89° 51' 30" in the Northwest quadrant.

The proposed County Road will approach the railroad from the west on a descending grade of 0.81% and continue to the east on the same grade. The new construction will be a gravel surfaced road composed of two 13-foot travel lanes with no shoulders. The ADT at the proposed crossing is estimated to be 20 vehicles per day. There is an average of 16 train movements per day at a maximum speed of 79 miles-per-hour.

The proposed relocation of Hindman County Road will utilize an existing private grade crossing. The project will be financed by Federal and State Highway funds with no contribution requested from the railroad. The railroad will be reimbursed for all its expenses in accordance with PPM 30-3 and all supplements thereto.

The sight distances approaching the grade crossing are as follows:

FROM A POINT ON THE PROPOSED ROAD 500' North OF THE CROSSING: (Point B)

Northerly	1,800'
Southerly	3,400'

FROM A POINT ON THE PROPOSED ROAD 500' EAST OF THE CROSSING:
(Point D)

Northerly	600'
Southerly	400'

FROM A POINT ON THE PROPOSED ROAD 50' WEST OF THE CROSSING:
(Point A)

Northerly	2,000'
Southerly	3,000'

FROM A POINT ON THE PROPOSED ROAD 50' EAST OF THE CROSSING:
(Point C)

Northerly	2,300'
Southerly	2,600'

In the construction of this project it is proposed the work be allocated in the following manner:

1. THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE STATE:

   (a) Furnish and install two Commissioner's Standard No. 1R reflectorized crossbucks.

   (b) Provide and install preservative treated ties and ballast on and along the portion of the tracks to be crossed by the roadway. Install Type 2 plank crossing for a length of 30' when measured parallel to centerline of track.

   (c) Adjust communication line and signal lines.

   (d) Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect traffic upon the railroad during the period of construction of the crossing.

2. THINGS TO BE DONE BY THE RAILROAD AT ITS OWN EXPENSE:

   (a) Maintain the railroad tracks, ties, ballast, plank crossing, warning signs, and other railroad facilities after construction of the crossing.

3. THINGS TO BE DONE BY THE STATE:

(a) Prepare plans, specifications and award contract for the construction of the project.

(b) Reimburse the railroad from State and Federal funds for necessary expenditures to construct the crossing, which reimbursement shall be made in accordance with accounting practices provided under the terms of PPM 30-3 issued by the Bureau of Public Roads under the date of August 15, 1955, and all supplements and amendments thereto.

(c) Install approximately 50' of 18" culvert pipe on the west side of the tracks at approximate Station 21+10 on the Hindman County Road.

4. THINGS TO BE DONE BY BAKER COUNTY:

(a) Following completion of the proposed County Road construction, maintain the roadway and culvert pipe.

Please prepare a Petition to the Public Utility Commissioner for a Hearing on this project.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

RMF:TWL:bjm

cc: F. B. Klaboe

RECEIVED
JUL 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121
(11-63)
(Prtd. by
A.C. 206-16)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JUN 4 - 1965
FOR FILING

KL-BOE
Young
Morgan

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO I-KON-7(5)300
Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 2, 1965

In reply refer to: 08-35-DA

FROM 6729
A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oxman - Bubbs Ranch Section
Old Oregon Trail Highway, Baker County

A review has been made of Plan "A", Hindman County Road, and Plan "B", Otto Schuck Road. It is noted there is a slight difference in estimated cost with Plan "B" being the lower.

We approve the change in design as shown on Plan "B".

orig to Young
copy " Morgan
6-4-65

RECEIVED
JUN 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAY 21 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-HH-7(15)320

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 17, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Dear Sir:

On the above project the connections for the Hindman County Road and the Otto Schuck County Road has been designed as shown on enclosed Plan "A". This would be an overcrossing at the Hindman County Road and a connection from the Durkee Interchange to the Otto Schuck County Road. This plan had the verbal approval of your Area Engineer.

The County has raised some objections to this proposal. A second design has been worked out as shown on Plan "B". This design would move the overcrossing from the Hindman County Road to the Otto Schuck County Road and a connection would be constructed between the two County roads.

The cost as originally designed and as shown on Plan "A" would cost approximately $180,000. The cost of Plan "B" would be approximately $179,500, which is slightly less than Plan "A".

An agreement must be made with the County before construction can start. They would not sign an agreement based on Plan "A"; however, they have indicated, verbally, that they will sign based on Plan "B".

It is requested that you approve the change in design as shown on Plan "B".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

DEK:bjm
enc.

cc: F. B. Klaboe

RECEIVED
MAY 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-183X 50M 12-63

RECEIVED
MAY 10 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320

67-7

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
May 11, 1965

Idaho Power Company
P. O. Box 459
Payette, Idaho

F. B. KLABOE
MAY 13 1965

ATTENTION: Mr. Jim McEwen

Re: Acquisition of Right of Way
Idaho Power Company
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320

Gentlemen:

You are hereby authorized to proceed with the actual acquisition of right of way necessary to the adjustment of your facilities from Station 12 00 to the easterly end of the project, effective May 6, 1965.

Authorization to proceed with the actual adjustment of your facilities in this area is withheld pending submission of a revised estimate and sketch for this work.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: A. W. Parsons
F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson
K. A. Chatwood (R/W-Div. 5)
L. V. Blickenstaff
J. W. Valentine

RECEIVED
MAY 12 1965
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1965

FOR FILING

I-80N-7(15)320

6727

April 27, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon

Dear Sir:

We are submitting PR-9 Form for Item 376, Project No. I-80N-7(15)320, Ozman-Dubbs Ranch Section, requesting that the "Character of Proposed Work" be revised to include purchase of right of way by utilities under adjustment of utilities.

We are also submitting one copy of letter to Mr. Young from Mr. Litchfield concerning the acquiring of the Hurah property and the Shook-McCullough property by Idaho Power Company as right of way in connection with utility adjustment and one copy of right of way map, File No. (B-2)-1, showing the properties involved.

We hereby request your authorization for the Idaho Power Company to proceed with the actual acquisition of the above mentioned properties as right of way for relocation of their facilities.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

HBC:cr

RECEIVED
APR 23 1965

FORM E-30X—50M—1-65 SP*6418-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 21, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Right of Way Acquisition
Idaho Power Company
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Herewith you will find a sketch map showing right of way necessary for the re-establishment of Idaho Power Company's facilities on this section.

Mr. Darrel Smith, Right of Way Agent for the company, and Mr. Chatwood, District Supervisor, have been in contact with Messrs. Hurah and McCullough for the past three months attempting to negotiate a reasonable settlement for the necessary right of way. The property owners steadfastly refused to negotiate on a reasonable basis and Mr. McCullough has declined to grant a Permit of Entry.

Inasmuch as several adjacent owners have settled on a reasonable basis and it will be necessary to acquire many parcels of right of way for the company throughout the Burnt River Canyon, condemnation proceedings were in order.

Since the State is powerless to condemn for this line, Idaho Power Company has agreed to institute a condemnation action.

Idaho Power Company will employ an outside attorney admitted to practice law in the State of Oregon, since the company's attorneys are members of the Idaho State Bar. The attorney employed by the company for work in Oregon is located in Baker, thus he will have the added cost of travel expenses as the case will be tried in Salem.

The present status makes it necessary for the company to petition the Public Utility Commission for a certificate of public convenience and necessity as set forth in ORS 758.015, a copy of which is attached.

Considering all the above-mentioned additional costs, plus legal fees for two cases, appraisers, and witnesses, Idaho Power Company estimates their costs to be $8,000. Additional Engineering costs pertaining to both condemnation and certificate

NOTED
F. B. KLABOE

of necessity are estimated to be $2,000, making a total estimated cost of $10,000 for this phase of the work.

Please secure Bureau of Public Roads approval for the Utility to acquire the necessary right of way needed on this project.

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachment

cc: A. W. Parsons
F. B. Klaboe
G. E. Rohde

RECEIVED
APR 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 16 1965
FOR FILING

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

April 14, 1965

Original signed by
T. Dec
Eng. Coordinator

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By T. Dec, Engineering Coordinator

Oregon Project I-80N-7(15)320
Ontario-Bubbs Ranch Section
Pacific N.W. Bell Telephone Co. Utility Adjustment

We hereby find the agreement satisfactory on the subject project as evidenced by your Staff Attorney's letter dated September 30, 1964, furnished prior to award of contract for the physical construction, and the above-mentioned utility's letter dated January 8 and March 10, 1965, and we are approving the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated April 1, 1965. However, we are withholding approval of the agreement pending submission of an executed permit. Reimbursement on an agreed lump sum basis of $972 for the Durkee crossing at station 1220, and $328 for the crossing at station 1092, is approved.

Our program memorandum dated September 21, 1964 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You were verbally authorized to proceed with the work approved at station 1092 effective March 4, 1965 on the basis of the documents informally transmitted that date. Now you are authorized to proceed with actual adjustments for the remainder of the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto.

Copy to Yours
4-16-65

RECEIVED
APR 14 1965

FOR FILING

Entry 7(15) 32

6729

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1965

To:
Mr. T. W. Litchfield
Utilities Liaison Engineer

Building

SUBJECT: Idaho Power Company
Certificate of Necessity and Convenience - PUC; Condemnation of Shook-McCullough and Hursh properties
Informational Memorandum 30-3-61 dated May 8, 1961
Project: I80N-7(15)320
Oxman-Bubbs Ranch Section
I-80N

During our "conference call" with Mr. James Bruce, Attorney for Idaho Power Company, it was agreed that I should draw up a memo relating to handling of the Company's costs relative to subject certificate and condemnations.

Subject Informational Memorandum 30-3-61 in paragraph 2, titled Right of Way, reads as follows:

> "In lieu of Subsection 4a of PPM 30-4, the following conditions will apply:
>
> "a. Costs of rights-of-way that are acquired by or on behalf of a utility company that are located outside of either publicly owned lands or highway rights-of-way, may be reimbursed provided such costs are incurred subsequent to the date on which that phase of the work is included in an approved program as an item of right-of-way acquisition and authorized by the division engineer."

Costs related to acquisition of the added right of way required for the relocation by Idaho Power Company of its transmission line in subject project are included as an item of right of way acquisition in a "program" which is being submitted to Bureau of Public Roads' Division Engineer for his approval. Said right of way acquisition costs include Idaho Power Company's costs for applying for and obtaining the Certificate of Necessity and Convenience, which we have been advised by the Public Utility Commissioner's Chief Counsel, Lloyd Hammel, is required as a prerequisite for the relocation and for condemning right of way across said Shook-McCullough and Hursh properties.

You informed me on April 7, 1965, that Mr. Ted Dec, Engineering Coordinator for Bureau of Public Roads in its Oregon Division Office, has

NOTED
F. B. KLABOE

advised you that Idaho Power Company's costs incurred in connection with this right of way acquisition, prior to said program approval by the Division Engineer, are to be included in the "preliminary engineering" for subject project.

These costs will be incurred by Idaho Power because of the new alignment for I-80N which "takes" a portion of the present power line right of way and necessitates its relocation on an area outside the utility's right of way. The above-named abutting owners will not negotiate with the utility for new right of way because of their pending condemnation cases with the Highway Department. Since the company has clear power of eminent domain for this purpose, State has requested it to file the condemnation cases for these two abutting properties. Since the Public Utility Commissioner's Counsel requires a Certificate of Necessity and Convenience for this lateral relocation of the existing transmission line, the utility company is applying for same.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja

cc: Fred Klaboe
Frank C. McKinney
W. T. Wright

Mr. James Bruce
Attorney at Law
1220 Idaho Street
Boise, Idaho

RECEIVED
APR 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X* 50M 9-64
RECEIVED
APR 2 1965
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Pacific N.W. Bell Telephone Company's
Adjustment
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway - Baker County
Project No. I-80N-7(15)320
Pacific N.W. Bell File: R.O. 77186

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) Two copies of the company's estimate of cost for doing the work dated January 8, 1965.

(2) Two copies each of 3 sketch maps prepared by the company showing the work to be done.

The company has chosen to replace their open wire toll line throughout this area with underground cable. In order to do this they will install a 25 pair cable across the Durkee Interchange which will replace the existing overhead crossing at Station 1245 and will also incorporate the existing overhead facilities at the Durkee Interchange. They will also remove the existing toll line between Stations 1316 and 1398 and replace it with an underground cable outside highway right of way.

The company is entitled to 21/26ths of the cost of adjusting the toll line between Stations 1316 and 1398; the cost of adjusting the crossing at Station 1245 or the cost of an equal capacity underground crossing near Durkee, whichever is the lesser.

In order to make the bookkeeping as simple as possible, the company has requested the State to pay for the theoretical adjustment of the overhead crossing at Station 1245 and has not requested payment for the revision of the toll line between Stations 1316 and 1398.

ACCEPTED

The company has given a figure of $150 per pole for adjusting the toll lines and $1.50 per foot for underground cable equal in capacity to the crossing at Station 1245.

On this basis the company would be entitled to 21/26ths of 26 x $150, or $3,150, plus 850' x $.50 = $425., or a total of $3,575.

Actual billing by the company for this work as per attachment #1 of their January 8, 1965 letter is $972. Thus, the State is saving $2,603 by their proposal.

As shown above, we feel it is very much in the public interest to accept Pacific Northwest Bell Telephone Company's lump sum bill of $972 for this work from Durkee to the east end of the project. The remainder of the company's estimate conforms to our Staff Attorney's letter of September 30, 1964.

An X-Permit will be submitted to you for your approval in the near future.

This completes the agreement between the State and the company. Our Staff Attorney's letter describing the conflicts and establishing the obligation of the State to reimburse the company for the adjustments was submitted to Mr. Girvin by Mr. Preston on March 4, 1965.

Your approval of this agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 is requested on the following basis:

1. Authorization to proceed with the work on the westerly-most crossing (near Station 1092) effective March 4, 1965, as discussed by Messrs. Girvin and Preston on that date.

2. Authorization to proceed with the remainder of the work as outlined above.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
APR 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm
encs.

cc: L. P. Shaw
D. B. Parkes (2)

RECEIVED
MAR 1 1965
FOR FILING

477 Cottage Street NE.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

February 25, 1965

Original signed by
A. W. Parsons
Div. Engineer

08-35.4-DA

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon 1-SGH-7(15), Ozman to Bubbs Ranch

We are returning Form FH-9, which was modified to include the widening of the existing railroad overcrossing to eliminate the restriction at the end of the new undercrossing structure.

This work falls outside the limits of Federal-aid Interstate participation, as set forth in Mr. George Williams' memorandum dated September 1962, which established the participation limits at crossroads and interchanges along the Interstate highway.

We are in agreement with the State's desire to widen the existing railroad overcrossing structure; however, since this work falls outside the limits of Interstate participation, funds other than Federal-aid Interstate must be used for its reconstruction. Interstate funds may participate in the cost of the crossroad structure from Bent 5 (OT 996+63.10) through Bent 9 (OT 1000+22.60) as indicated on Oregon State Highway Department Bridge Division Drawing No. 20649, dated February 11, 1965.

Attachment

Original To Young
with attach.
Copy to Merchant
3-10-65

NOTED
LLOYD P. SHAW

RECEIVED
MAR 2 - 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)320

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
February 24, 1965

Idaho Power Company
P. O. Box 489
Payette, Idaho

Attention: Mr. Jim McEwen

Gentlemen:

RE: Idaho Power Company Facilities
Stations 1090 to 1200
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(15)320

Your estimate and sketch map for the adjustment of the above-captioned facilities, as submitted with your letter of February 5, 1965, have been reviewed by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of February 11, 1965.

Reimbursement for work performed subsequent to February 11, 1965 will be made subject to the provisions of PPM 30-4 and all supplements thereto.

In order to conform to these provisions, it will be necessary for you to do the following:

(1) Submit an estimate and sketch for the adjustment of the conflicts listed in our Staff Attorney's letters of September 29 and 30, 1964 which were not included in the estimate submitted with your letter of February 5, 1965.

(2) Please confirm that the estimate and sketch for the remainder of your work on this section and the estimate and sketch dated February 5, 1965 are in reply to our above-mentioned Staff Attorney's letters.

(3) Note that the work will be done on an actual cost basis under the provisions of PPM 30-4 and all supplements thereto.

(4) On that part of your adjustment for which you have not submitted an estimate, determine if there is any betterment or extended service life credit due the State as per PPM 30-4, paragraph 9c and 30-4(6) respectively.

PGP:fp
cc A. W. Parsons
L. P. Shaw
L. H. Young
C. H. Maison
A. F. Parson
L. V. Blickenstaff
J. W. Valentine

NOTED
LLOYD P. SHAW

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 19 1965
FHWA FILES

Form CD-121 (1-63) (Prel. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: February 12, 1965

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-7(15)320, Oxman - Bubbs Ranch Section
Idaho Power Company Utility Adjustment

Our memorandum of October 5, 1964 on the subject project approved the relocation plan transmitted by Mr. Litchfield's September 29, 1964 letter; however, it withheld authorization to proceed with the utility adjustments until the usual documents were furnished.

We hereby approve the plans and partial estimate furnished with Mr. Litchfield's February 11, 1965 letter. Your proposed agreement, as evidenced by your Staff Attorney's letter of September 29, and 30, 1964 and the above mentioned utility's letter dated February 5, 1965, has been reviewed. This agreement does not cover elimination of access rights, nor does it cover all the work necessary under this project. Therefore approval of the agreement is being withheld pending completion thereof and submission of a fully executed permit covering access rights.

Our program memorandum dated September 21, 1964 authorized you to proceed with the necessary preparatory work for all utility adjustments, effective that date.

You are authorized to proceed with the actual adjustments for this utility limited to that portion of the work specifically covered in the proposed agreement only, effective February 11, 1965. Additional authorization will be dependent upon receipt of the necessary documents to complete this work. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4, dated December 31, 1957, and supplements thereto.

NOTED
LLOYD P. SHAW

Copies To Litchfield
Young
2-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 19 1965
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 11, 1965

NOTED
LLOYD P. SHAW

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Idaho Power Company Facilities
Stations 1090 to 1200
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County
Project No. I-80N-7(15)320

Dear Sir:

Herewith you will find the following data pertaining to this project:

(1) One copy of the company's estimate of cost for doing the work dated February 5, 1965.

(2) One copy each of 5 sketch maps prepared by the company showing the work to be done.

One copy of the above listed data was handed to Mr. Jensen this morning by Mr. Preston.

Idaho Power Company has a construction crew in this general area which will complete their present assignment this week. In order to use this crew it will be necessary to have them start work Monday, February 15, 1965. Should this not be done then the company does not know when they will have another construction crew available for this relocation. By doing this work now we will save the State move-in costs and will help insure that these facilities are removed before the contractor needs to commence his operations in this area. Since this is a 69 KV transmission line and covers approximately 25% of the project, it is imperative that this line be removed ahead of construction.

It is noted the company's above-mentioned letter of February 5, 1965, does not specifically site our Staff Attorney's letter of September 29, 1964; however, our Mr. Valentine and the company's Mr. McEwen have been

working together on this proposed adjustment for some time. Therefore, we are sure this is an oversight on the company's part. Their letter of February 5, 1965 implies agreement in that it is an estimate of cost for the relocation of these facilities listed by our Staff Attorney's letter for this area.

An X-Permit will be issued to the company when we receive sketch maps of all of their proposed relocations on this project.

Your approval of this agreement, as evidenced above, subject to further written proof that the State and the company are in agreement, and authorization to proceed with the work, effective February 11, 1965, under provisions of PPM 30-4, is requested.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
encs.

cc: L. P. Shaw
D. B. Parkes (2)
J. W. Valentine

RECEIVED
JAN 28 1965
HIGHWAY COMMISSIONERS
FOR FILING

JOHN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-205 7(15) 221

6 - 9

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 26, 1965

Idaho Power Company
P. O. Box 459
Payette, Idaho

Re: Power Line Revision
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

ATTENTION: Mr. Jim McEwen

Gentlemen:

Herewith you will find two prints of a portion of our right of way map No. 8B-29-1 on which we have proposed a revision to the plan of your power line adjustment which you submitted to our Messrs. Valentine and Chatwood in LaGrande.

Your proposal to reconstruct your 138 KV line poses various right of way problem. As your plan shows, the 138 KV line lies north of our proposed alignment far enough to leave a strip of private property between our right of way and your right of way. Cross hatched on this drawing we have shown the right of way necessary to be acquired for the relocation of your facilities using our proposal.

In order for the State to acquire property for a utility, the property must abut the highway right of way as stated in ORS 366.330. The State will acquire the property as shown on this map, if you approve the plan we propose or one similar which abuts our new right of way. You will note the additional 25-foot strip shown adjacent to our right of way between Stations 1201 and 1214 across the Hursh property is what we propose to acquire for your 69 KV line in that area. In exchange for these rights of way, we will expect you to convey to the State all right, title and interest in the property lying within the new highway right of way which you will abandon by your new construction.

The location we propose is adjacent to our proposed frontage road and, thus, will allow you convenient access for maintenance purposes. It will also place all facilities, highway and utility, within the same strip of land and should be more desirable from the property owners standpoint. Whether the cost of construction is less expensive on our proposal than on yours is unknown at this

NOTED
LLOYD P. SHAW

time. However, we feel there should be a saving in the cost of right of way with our proposal.

You will also note we have altered the proposed location of your 69 KV line slightly. Your original alignment has been left unchanged. However, we propose to move the crossing of the highway easterly to about Station 1268+60. We felt this necessary to make a better crossing of the 138 KV line.

The 7.2 KV line has been revised slightly. We placed your poles within the new highway right of way, leaving only overhang and anchor easements to be acquired. A deadend pole will still be needed near the connection with the existing line on the north side of the highway.

You may wonder why we have shown proposed locations for your facilities within the proposed interstate highway right of way. This is allowable so long as the poles do not fall within the access control line. You will note on the 138 KV and 7.2 KV lines your poles and anchors will fall adjacent to the frontage road. All facilities which now occupy private property and we have proposed to place on highway right of way will be placed under an "X" permit. Terms of an "X" permit are the same as for a regular permit, except the State is required to pay all relocation costs made necessary by future highway construction.

Please examine our proposal and determine if it is practical and economical. If changes are necessary, please work them out with Mr. Valentine, who has a copy of this proposal, and return one copy of this drawing with your suggestions indicated thereon.

From the magnitude of the relocation of your facilities on this project, it appears that a credit may be due the State for extended service life, as set forth in paragraph 5 of Instructional Memorandum 30-3-61. For your information you will find attached a copy of this paragraph and also a copy of Mr. G. M. Williams' letter to Regional Engineers of the Bureau of Public Roads in which an opinion is rendered concerning extended service life credit.

Inasmuch as this project is scheduled for our bid opening on April 6, 1965, we will appreciate a prompt reply.

TWL:bjm

Attachments

cc: L. P. Shaw (w/attach.)
A. W. Parsons "
G. E. Rohde
W. T. Wright "
C. H. Maison
A. F. Parson "
J. W. Valentine "

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
WASHINGTON 25, D.C.

January 4, 1962

CIRCULAR MEMORANDUM TO: Regional Engineers

FROM : G. M. Williams, Director of Engineering GMW.
22-53 Washington, D. C.

SUBJECT: Reimbursement for Utility Work - Extended Service Life Credit

The regional utility engineers and representatives who attended the October 16-20, 1961, Utility Seminar in Washington, D. C., suggested that it would be extremely helpful to them to be familiar with the individual opinions rendered by the Washington office on specific utility cases, particularly if such opinions involved interpretations of utility policies or procedures. Such an opinion was recently furnished to a regional engineer in response to his inquiry whether credit for extended service life should be considered in every case where a utility receives a new facility for an old one. As it is likely that this question may arise in any of the several States, our reply to the regional engineer is included below for your information and guidance.

"The answer to your question is No for it must be borne in mind that the governing policy on this matter is premised on the concept that the use of new materials does not alone create an increase in value but only where the new materials have extended the life of the replaced facility to the extent that it can continue to operate for a longer period than the overall facility, of which it is a part. For example, in cases involving a utility's transmission or distribution lines, an increase in value is recognized only under conditions where the replacement (new) lines can be expected to remain in useful service beyond the time of replacement of the ends to which they are tied. Thus, such increases in value should rarely occur in connection with routine crossings of the highway or minor longitudinal relocations of utility lines, except under unusual circumstances where a utility would voluntarily elect to install additional or improved facilities not required by the highway construction.

"The situation referred to in your memorandum involves the substitution of a new transite pipe for an existing wood stave water main. You have indicated the reason for abandonment of the old facility and substitution of the new higher type facility is for project economy and not at the utility's election. If the pipe is to cross under the highway, such a substitution may also be warranted as a protective measure to the highway; in fact, from an engineering standpoint, it would be considered as a requirement of the project.

"Under the foregoing circumstances or similar situations, the inclusion of betterments made necessary by the highway construction does not in itself alone constitute evidence that the service life of a replaced facility has been extended. Such an extension in life is recognized only under the conditions outlined above and as described in Section 5 of IM 30-3-61."

5. CREDIT FOR EXTENDED SERVICE LIFE

The following conditions will be considered in determining the increase of value of a new facility on account of extended service life, in lieu of Subsection 7f of PPM 30-4:

a. When the utility demonstrates the need to retain the existing facility in operation until a replacement facility is functioning, a determination must be made as to whether the replacement (new) facility will remain in useful service beyond the time when the overall (old) utility facility, of which it is a part, would have remained in useful service or would be replaced. For the purpose of this section, such an overall (old) utility facility may be any operational unit of the entire utility system, as illustrated by such examples as a building, structure, pumping station, substation, filtration plant, a segment of overhead or underground utility lines serving a designated area, or any similar unit of the entire utility system. The foregoing need shall be demonstrated on the basis that the construction of the replacement facility is required for either the maintenance of the utility service, overall project economy, or sequence of construction.

Any increases in the functional capacity of or service improvements in the replacement facility, either through the use of materials, techniques or methods, will be considered a betterment. Except where such increases or improvements are made necessary by the highway construction, they shall constitute prima-facie evidence that the service life of the replaced facility has been extended. With respect to prima-facie evidence the burden of proof of a showing to the contrary lies with the utility company.

b. The determination to be made under paragraph (a) shall be the joint responsibility of the utility company and the State and subject to the concurrence of the division engineer. Should the finding under said determination be in the affirmative, a credit will be required against the cost of the project and set forth in the detailed estimate supporting the agreement between the utility and the State.

c. The minimum credit acceptable will be determined by use of the following formula.

$$\frac{\text{Expired Service Life of Replaced Facility}}{\text{Total Estimated Service Life of Replaced Facility}} \times \text{Replacement Cost} = \text{Credit}$$

d. Whenever the utility company elects to construct an entirely new facility and retire the existing facility, credit shall be given as provided for in paragraph (c).

RECEIVED
JAN 18 1965
FOR FILING

FORM E-90 8OM 7-64 SP*6229-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 14, 1965

NOTED
R. L. PORTER

SUBJECT: Pux 555 - Oxman O-Xing project
Union Pacific RR Co.
Baker County

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Herewith I hand you a copy of Order No. 40860, issued by the Public Utility Commissioner under date of January 8, 1965, relative to the above-titled matter.

J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:ja
Encl.

cc: Ivan Merchant (1)
F. D. Morgan (2)
I. A. DeFrance (2)
A. F. Parson (2)
R. N. Chase (3)
F. B. Crandall (1)
Ted Litchfield (1)
G. E. Rohde (1)

ORDER NO. 40860

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-307

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to alter, by widening and lengthening, an existing highway Overcrossing structure crossing the tracks and right of way of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the OXMAN OVERCROSSING project, located in Section 12, Township 11 South, Range 42 East, Willamette Meridian, Baker County, Oregon.	ORDER

On November 25, 1964, the State of Oregon, through its State Highway Commission, applied to the Commissioner for authority to alter an existing railroad-highway crossing at the location and in the manner set forth in the above title. The crossing is made by means of a grade separation structure that is a part of the Old Oregon Trail which carries highway traffic over and above the tracks of Union Pacific Railroad Company.

Applicant alleges that the filing is made under the authority of ORS 366.205 and ORS 763.040; that in connection with the construction of Interstate Highway 80N, such alteration, and the increased roadway width that will result therefrom, is necessary for the proper service, safety and convenience of the public; that such structure will continue in a southeasterly direction as an overcrossing of Interstate Highway 80N, and that due to the physical characteristics of the site and the proximity of railroad and Interstate Highway, such overcrossing is the only feasible means of affecting a satisfactory crossing of the tracks.

Attached to and a part of the Application are drawings numbered 16669 and 20270 issued by the Oregon State Highway Department, being respectively a vicinity map and profile of the area and a plan and elevation of the proposed structure after alteration. Copies of the Application and the drawings attached thereto were forwarded to the Superintendent and the Attorneys for Union Pacific Railroad Company and the County Court of Baker County. No answers to Application were filed in response to such notices, and no objections were made to the construction as proposed or to the granting of the Application in accordance with the terms and provisions set forth therein.

No issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080. Due consideration has been given to all that is set forth in the Application and the record herein. The delay that would be occasioned and the expense that would be incurred by the holding of a public hearing on this matter is unjustified. Good cause appearing therefore such public hearing will not be held.

Based upon the Application and the records and files of the Commissioner it is found that:

Applicant, State of Oregon and its Highway Commission, are engaged in the construction of a part of the Federal Interstate Highway System in Oregon and in Baker County which closely parallels the tracks of Union Pacific Railroad Company and is designated as Interstate Highway 80N. Because of Federal requirements and construction standards, adjoining highway connections will be made only at certain designated locations. Upon completion the Interstate Highway will assume the burden of traffic now carried by the Old Oregon Trail and the existing highway will then become a frontage road and provide local access to such a connection with the highway at a location somewhat removed from the track crossing.

The frontage road will be carried over the main highway by means of a highway overcrossing structure which will be a continuation of the existing railroad overcrossing structure designated as Crossing No. 2A-362.2-A. Its construction was authorized on May 9, 1921, by Order No. 707.

It crosses the single main track of the Oregon Division of the Oregon-Washington Railroad and Navigation Company and its lessee Union Pacific Railroad Company, both of which are defined as railroads in ORS 763.010 and hereafter collectively referred to as "Railroads". Approximately 22 trains are operated over the track beneath the structure each day and provision will be made for the installation of a second track if such installation becomes necessary.

The existing structure is 110 feet in length and composed of two 36 and one 38 foot long spans of reinforced concrete deck girder construction. The center line of the Old Oregon Trail Highway at Engineering Station 995 + 97.12 intersects the center line of the railroad track at Railroad Engineering Station 5219 + 34.2. Applicant proposes to move the construction center line a distance of 3.5 feet; to increase the width from 22.8 feet to 30 feet; to provide a 24 foot wide roadway between 2 feet wide curbs, and to add a 2 inch thick asphaltic concrete wearing surface to the deck.

The railroad track now passes beneath the central span and the standard horizontal and vertical clearances now existing will be provided after alteration. During construction, however, an impairment will be created by the erection of false work which will be placed within 21 feet from top of rail. Applicant requests authorization for such temporary impairment and no objections thereto were made by Railroads.

Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

TO BE DONE BY STATE

(a) Prepare plans and specifications, award a contract or contracts for the construction herein proposed, including the highway approaches, and supervise the construction thereof.

(b) Finance the construction of said project, including reimbursement to Railroads for necessary expenditures incurred by them in connection therewith.

(c) After completion of the construction and said overcrossing alteration, maintain the structure as altered, with its fills, approaches and other highway appurtenances.

TO BE DONE BY RAILROADS:

(a) Subject to reimbursement by Applicant as set forth above:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

2. Remove the existing signal and communication lines, protect the same during the construction period and relocate in a permanent location upon the completion of the construction.

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

No objections have been made to the alteration of the existing structure or to the method of its reconstruction. The additional width thereby provided will greatly benefit highway users and be mainly for the convenience and accommodation of the public. The terms and conditions set forth above which relate to the division of work to be performed in the reconstruction and subsequent maintenance of the structure and in the bearing of costs therefor, are acceptable to Applicant and Railroads, are just and reasonable and they are herein approved.

From the foregoing it is concluded that it is in the public interest that the Application be granted and that the proposed alteration be authorized. It is therefore

ORDERED that the Application of the State of Oregon, by and through its Highway Commission, for authority to alter an existing highway overcrossing structure designated as Crossing No. 2A-362.2-A, known as the Oxman Overcrossing project, be and the same is hereby granted under

the following terms and conditions:

1. The reconstruction shall be done in accordance with modern accepted engineering practices, and the alteration shall be made in conformity as to details of location, design and dimension with the plans and profiles submitted by Applicant and above identified;

2. All work incidental to the alteration of the structure and its future maintenance shall otherwise be done and the costs thereof be borne in accordance with the terms and conditions that are set forth and approved in the findings of the Commissioner which are hereinabove made; and it is further

ORDERED that a variance from the provisions of Rule 44-055 of the Commissioner's Rules and Regulations be and the same is hereby granted, and that the placement of false work or building materials at a minimum distance of 21 feet above top of rail of the existing track, and the operation of trains over the track during the construction period under the above conditions of impairment, be and the same is thereby authorized; and it is further

ORDERED that the designation 2A-362.2-A presently assigned to the overcrossing structure be continued as a means of identification of the crossing in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 8th day of Jan., 1962.

Public Utility Commissioner

(SEAL)

RECEIVED
DEC 29 '64
FOR FILING

I-5-7(10)320
6729

477 Cottage Street, N.E.
Salem, Oregon - 97301

December 23, 1964

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
T. Dee
Eng. Coordinator

T. Dee, Assistant Division Engineer
Salem, Oregon

Oregon Project I-5(10)320
Oxman-Bubbs Ranch Section
Right of Way

Returned herewith are the approved right of way plans for the above mentioned project. Authorization of right of way acquisition was made by this office on August 29, 1962 and May 19, 1964. Federal participation is subject to the provisions of PPM 21-4.1, dated December 30, 1960.

Approval is made on the basis that full control of access will be acquired adjacent to the railroad right of way between Stations 950+00 and 1004+00 at such time as an agreement is reached with Union Pacific Railroad as outlined in Utilities Liaison Engineer T. W. Litchfield's letter to Union Pacific dated December 10, 1964.

The project agreement will be forwarded under separate cover for your approval.

Attachment

Original To Young
with attach
12-29-64

RECEIVED
NOV 30 1964
FOR FILING

I-811-7(15)
6727

November 27, 1964

Honorable Lloyd Rea
Judge of the Baker County Court
Baker, Oregon

Dear Judge Rea:

Reference is made to your letter of November 6 concerning Otto Schuck County Road and elimination of the connection to Durkee Interchange in favor of a grade separation.

As you know, our plans must have approval by the Bureau of Public Roads and must be justified as the most economical design available. In the case of Otto Schuck Road, we have found it impossible to justify construction of a grade separation structure. Connection by way of a frontage road to an interchange at Durkee results in a lower cost of construction as compared to accelerated costs to the road user than any other pattern thus far evolved. For this reason, we must include in our plans the frontage road design.

The interest of Burnt River Irrigation District in a freeway crossing by way of a structure at Otto Schuck Road will have to be resolved in favor of a crossing of a conduit which must be in existence at the time of freeway construction. Another alternate would be to reroute the proposed pipe line to the railroad crossing structure about one mile west of Hooker Ranch County Road.

If you have further question in regard to this matter, please contact us.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
F. D. Morgan

LLOYD REA,
COUNTY JUDGE
R. M. PHIPPS,
GILL C. WRIGHT,

BAKER COUNTY
BAKER • OREGON

November 6, 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

Considerable interest has developed in the community over the proposed Oxman-Bubb ranch freeway extension of U. S. Highway 30 in this County, particularly with reference to the Hindman county road and Otto Schuck county road in Sections 7 and 17 respectively in Township 11 South, Range 42, E., W.M., 43?
Baker County.

Some time ago I, together with Thomas F. Young, Attorney for Burnt River Irrigation District, talked with Mr. Si Cox of the City-County Relations Department, concerning the possibility of including in the plans an underpass for the Otto Schuck county road, and thereby eliminating the connecting road from the Durkee interchange to the Schuck road.

Porter

It would be of considerable assistance to the Court to learn if any consideration has been given to this proposal. The residents of the Durkee community, together with Burnt River Irrigation District, are materially interested in the matter, and any information or assistance you can provide will be appreciated.

Very truly yours,

Lloyd Rea
COUNTY JUDGE

R. M. Phipps
COUNTY COMMISSIONER

Gill C. Wright
COUNTY COMMISSIONER

LR:b

NOTED
LLOYD P. SHAW

FORM F-113X 50M 12-63
RECEIVED
DEC 1 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
I-80N-7(15)320
6729

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 24, 1964

NOTED
R. L PORTER

Mr. Jonel C. Hill
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: Pux 555 - Osman O-Xing
Union Pacific Railroad Co.
Baker County

Dear Sir:

Herewith I hand you original and four copies of Application of the State Highway Commission in the above-titled matter.

Two of the copies are for service upon Union Pacific Railroad Company, one copy for service upon Baker County, and two copies are for use by your office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
J. N. HERSHBERGER
Utilities & Railroad Attorney

JNH:jr
Encls.

cc: R. L. Porter
F. D. Morgan
A. F. Parson

JNH:jr
11-24-64

PUX 555

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter, by widening and lengthening, an existing highway Overcrossing structure crossing the tracks and right of way of Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, known as the OXMAN OVERCROSSING project, located in Section 12, Township 11 South, Range 42 East, Willamette Meridian, Baker County, Oregon.

APPLICATION

No._____

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon.

II

That this Application is made under the authority of ORS 366.205 and ORS 763.040.

III

That for the proper service, safety and convenience of the public, Applicant is reconstructing the Oxman frontage road overcrossing structure to provide a 24 feet wide two-lane roadway upon a 30 feet wide structure; whereas, the existing structure is only 22 feet 8 inches in width; said existing structure is located upon Applicant's 60 feet wide easement across said Oregon-Washington Railroad and Navigation Company, Union Pacific Railroad Company, Lessee, right of way; point of intersection of the centerlines of the existing structure and the railroad track is at "OT" Line Station 995+97.12 P.O.T. = Railroad Station 5219+34.2 P.O.C., with an included angle in the Southeast Quadrant of 88° 18'

tangent to tangent; provision is made for a future second track located 15 feet laterally and southerly of the existing track; said overcrossing structure ties into a structure overcrossing the proposed Interstate System Highway which approximately parallels the railroad tracks at this point; all as shown upon Oregon State Highway Department, Bridge Division, Preliminary Plan and Elevation Drawing No. 20270, Bridge No. 704A, dated September 16, 1964, and titled Old Oregon Trail Undercrossing at Oxman, and Drawing No. 16669, dated September 7, 1964, titled Vicinity Map and Profile, Oxman Undercrossing Site, marked Exhibit "A", attached hereto and by reference made a part hereof; the proposed alteration is considered to be without benefit to the railroad so that no contribution toward construction costs is sought from the railroad.

IV

That due to the physical characteristics of the site and the proximity and grade of the proposed Interstate System Highway, an undercrossing at this location would not be feasible and a grade crossing is not allowed on the Interstate System Highways, so that an improved overcrossing structure is the only feasible means of effecting a satisfactory crossing in this area.

V

That the estimated annual average daily traffic on the frontage road is less than 100 vehicles and no significant change in that traffic is anticipated in the foreseeable future; that at the site of the proposed alteration of the crossing there are 22 train movements each day of the week.

VI

That Applicant proposes that the construction and maintenance of the project be handled and the costs thereof be borne as follows:

JNH:jr
11-24-64

THINGS TO BE DONE BY STATE:

(a) Prepare plans and specifications, award a contract or contracts for the construction herein proposed, including the highway approaches, and supervise the construction thereof.

(b) Utilizing State and Federal highway funds only, finance the construction of said project, including reimbursement to Railroad Company for necessary expenditures incurred therewith, said reimbursement shall be made pursuant to the accounting practices contained in Policy and Procedure Memorandum No. 30-3, issued by the Federal Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) After completion of the construction of said overcrossing alteration, maintain the overcrossing structure as altered with its fills and approaches and other highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal regulations:

1. Furnish such engineering, inspection, watchman and flagman services as may be necessary to protect railroad operations during the period of construction of the project.

2. Remove its existing signal and communication lines, protect the same during the construction period and relocate in a permanent location upon the completion of the construction.

JNH:jr
11-24-64

(b) At its own cost and expense, maintain the railroad tracks with their appurtenances and facilities.

VII

That final vertical and horizontal clearances will equal or exceed those of the existing overcrossing structure, as shown on said Drawing No. 20270; during construction there will be a temporary vertical clearance impairment to 21 feet. No impairment of horizontal clearances, as set forth by the Commissioner in his Rule 44-055 will result either during construction or after completion.

VIII

That the proposed project is located in Section 12, Township 11 South, Range 42 East, Willamette Meridian, Baker County, Oregon.

WHEREFORE, Applicant prays for an order authorizing said construction

JNH:jr
11-24-64

and allocation of costs in accordance herewith and for such other order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 24th day of November, 1964.

STATE OF OREGON, by and through
its State Highway Commission

G. E. ROHDE

Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, Ivan Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing application is true as I verily believe

IVAN D. MERCHANT

Subscribed and sworn to before me this 24th day of November, 1964.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

FORM E-20X—500—7-64 89-6230-734

NOV 19 1964

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 16, 1964

SUBJECT: Overcrossing Structure of the Union Pacific (OWR & N) Tracks on the Orman Frontage Road of the Old Oregon Trail Highway No. 6

To: Mr. G. E. Rohde
Chief Counsel
O F F I C E

Attention: Mr. Joseph Hershberger

Dear Sir:

Attached hereto please find 12 prints of Drawing No. 20270 and 12 prints of Drawing No. 16669. These drawings are plan and profile and vicinity map, respectively, for the proposed widening of the overcrossing structure of the Union Pacific (OWR & N) track on the Orman Frontage Road of the Old Oregon Trail Highway No. 6.

The proposed project is to widen the present two-lane structure from 22'8" to 30'-0" and provide a 24' roadway.

The proposed project is in Sec. 12, T. 11 S., R. 42 E., W.M., as indicated on Drawing No. 20270.

The center line of the existing structure intersects the railroad at "OT" Station 995+97.12 P.O.T. = Railroad Station 5219+34.2 P.O.C., and with an included angle in the southeast quadrant of 88°18' tangent-to-tangent. The structural layout provides for a future track on the south side of the present track at a lateral spacing of 15'.

The proposed widening will be reinforced concrete construction with a 24' roadway. The overall length of the structure will be 474' which includes the present 110' structure. Individual span lengths are two spans at 36', one span at 38' in the portion to be widened, and onespan at 93'-6", two spans at 96', and one span at 74' in the new portion to be constructed over the proposed freeway.

Final vertical and horizontal clearances will be as shown on Drawing No. 20270 which are the existing clearances. A temporary vertical impaired clearance of 21' will be required for construction. No encroachment on the horizontal clearance will be required.

The proposed revised structure will carry one lane of frontage road traffic in each direction over the railroad and adjacent freeway.

Under the terms of PPM 21-6 no benefit will be derived to the railroad from this structure, and no contributions in the cost of construction will be requested from the railroad. The railroad will be reimbursed for their necessary expenses as permitted by PPM 30-3 with amendments and additions thereto.

NOTED
P. M. STEPHENSON

Mr. G. E. Rohde
Attention: Mr. Joseph Hershberger

During the construction project the State will prepare plans and specifications, award a contract, supervise construction, and upon completion of the project, maintain the structure and its highway appurtenances.

Subject to the provisions of PPM 30-3 the Railroad should:

1. Furnish engineering, watchman, and flagman services to protect its operation during the construction period.

2. Relocate existing signal and communication lines prior to the completion of the project.

3. At its own expense maintain its trackage and all railroad appurtenances.

There are 22 train movements a day seven days a week at the site of the proposed overcrossing widening. The latest traffic count indicates an ADT of less than 100 which is expected to remain unchanged.

Will you please prepare a request for a Public Utilities Commission Order permitting the widening of this structure.

For your information there is in the main office files, a railroad agreement dated May 31, 1921 between the Oregon, Washington Railroad and Navigation Company, The State of Oregon, and Baker County covering the construction and maintenance features of the existing (Unity) overcrossing structure.

Ivan D. Merchant
Bridge Engineer

AAR/mm
cc: Mr. P. M. Stephenson

Mr. F. D. Morgan
Attention: Mr. T. W. Litchfield

FORM 123X 50M 12-63

RECEIVED
NOV 17 1964
R/W Files

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID P. HUNTSON, SECRETARY
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 16, 1964

Mr. W. G. Johnson, Superintendent
Oregon Division
Union Pacific Railroad Company
2525 N. Larrabee Avenue
Portland 17, Oregon

Dear Mr. Johnson:

Enclosed please find four prints each of our Drawing No. 16669, the vicinity map of the proposed widening of the Ozman (Unity) Undercrossing in Baker County and Drawing No. 20270, preliminary plan and elevation of the Ozman Undercrossing.

The revised structure will have out-to-out width of 30 feet. A Railroad Agreement dated May 31, 1921 between the Oregon, Washington Railroad and Navigation Company, Baker County, and the State of Oregon, gives the State 60' easement across your 100' right of way; the easement being 30' each side of the existing structure center line. It will not be necessary for the State to acquire any additional easement for this revision.

The poles supporting signal and communication lines will be in conflict with the roadway and access control and must be revised.

During the construction project it will be necessary to impair the vertical clearance over your tracks to 21'. The impairment will be removed upon completion of construction. Tell tales for the protection of railroad personnel should be included in your railroad agreement for reimbursable costs.

Our construction specifications will require that the footing excavation for Bent 2 will be constructed with shoring and cribbing and none of the cribbing will be permitted to extend above the base of rail and that all excavations immediately adjacent to your track will be floored over at approximately base of rail level except during working hours, and further that work adjacent to your tracks will not interfere with the operation of your westbound freight trains.

The existing Ozman (Unity) Undercrossing was constructed in 1921(?) and the presently proposed project is a revision of that structure. No benefit will derive to the Railroad from this construction and no participation in railroad costs will be requested in this project. The Railroad will be reimbursed for its necessary expenses in connection with this project and as permitted by PPM 30-3 with additions and amendments thereto.

NOTED
P. M. STEPHENSON

The State will prepare plans, specifications, award a contract, supervise construction, and maintain the structure and appurtenances upon completion of the construction project.

The Railroad, subject to reimbursement as permitted in PPM 30-3, should:

1. Furnish engineering, watchman, flagman services and protect its operation during the construction period.

2. Relocate existing signal and communication lines prior to the completion of the project.

3. At its own expense the Railroad should maintain its own trackage and other railroad appurtenances.

A request for a PUC Order is now being prepared. Will you please use the above data for the preparation of the usual Railroad/Highway Agreement and if there is any additional data please contact this office or Mr. T. W. Litchfield, Utilities Engineer.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

AAR/ma

Attached

cc: Mr. P. M. Stephenson

Mr. F. D. Morgan
Attention: Mr. T. W. Litchfield

Mr. Joseph Hershberger

RECEIVED
NOV 17 1964
OFFICE OF
BRIDGE ENGINEER

RECEIVED
OCT 13 1964
FOR F ...

477 Cottage Street N.E.
Salem, Oregon 97301

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by October 5, 1964
G. R. Brooks
Dist. Engineer 08-35.2-DA

A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

Oregon Project I-80N-7(15)320
Ozman-Bubbs Ranch Section
Idaho Power Company Utility Adjustment

We have reviewed the sketch showing the proposed relocation of the 69 KV transmission line for the above mentioned utility and the utility's letter dated September 14, 1964, transmitted with Mr. Litchfield's letter dated September 29, 1964, and hereby approve the relocation as described. However, authorization to proceed with the actual adjustment is withheld until a detailed estimate, Staff Attorney letters, and necessary permits or other documents eliminating access rights are furnished to and approved by this office.

RECEIVED
OCT 6 1964
OFF...
STATE H...

...TED
LLOYD P. SHAW

original To Young
cc Litchfield
10-13-64

FORM S-30 (REV 9-63) 49007

I-80N-7(12)3
C727

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

CONSTRUCTION DIVISION
RECEIVED
SEP 23 1964
[illegible]

La Grande, Oregon
September 22, 1964

To:

Mr. T. W. Litchfield
Utilities Liaison Engineer
Salem

SUBJECT: Idaho Power Co. Transmission Line
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

Between Stations 1138 and 1149 of the subject section of highway, an irrigation ditch belonging to V. S. Kirby must be relocated from its present position to the northwesterly side of the proposed highway. A 30-ft. construction easement is indicated on the preliminary plans for this purpose.

The new ditch will fall outside the controlled access and fence line and will be partially within a fill section of approximately 8-1/2 Ft. maximum fill from the outer toe. The top of this will be flat and will tie into the roadway section, giving a depth of from five to six feet at the fence line at its maximum.

Since V. S. Kirby, property owner, will allow a pole line next to the fence, but will not allow Idaho Power Co. to set poles at the outer edge of the ditch construction easement, the pole line must either continue to follow the fence line through a portion of ditch section fill as planned, or pursue an entirely different alignment at increased cost and inconvenience as follows:

1. Condemnation, which would result in poor public relations, and might cause a complete change in alignment at increased cost and delay.

2. A double crossing of the new highway which, aside from additional cost of labor and materials, would be undesirable.

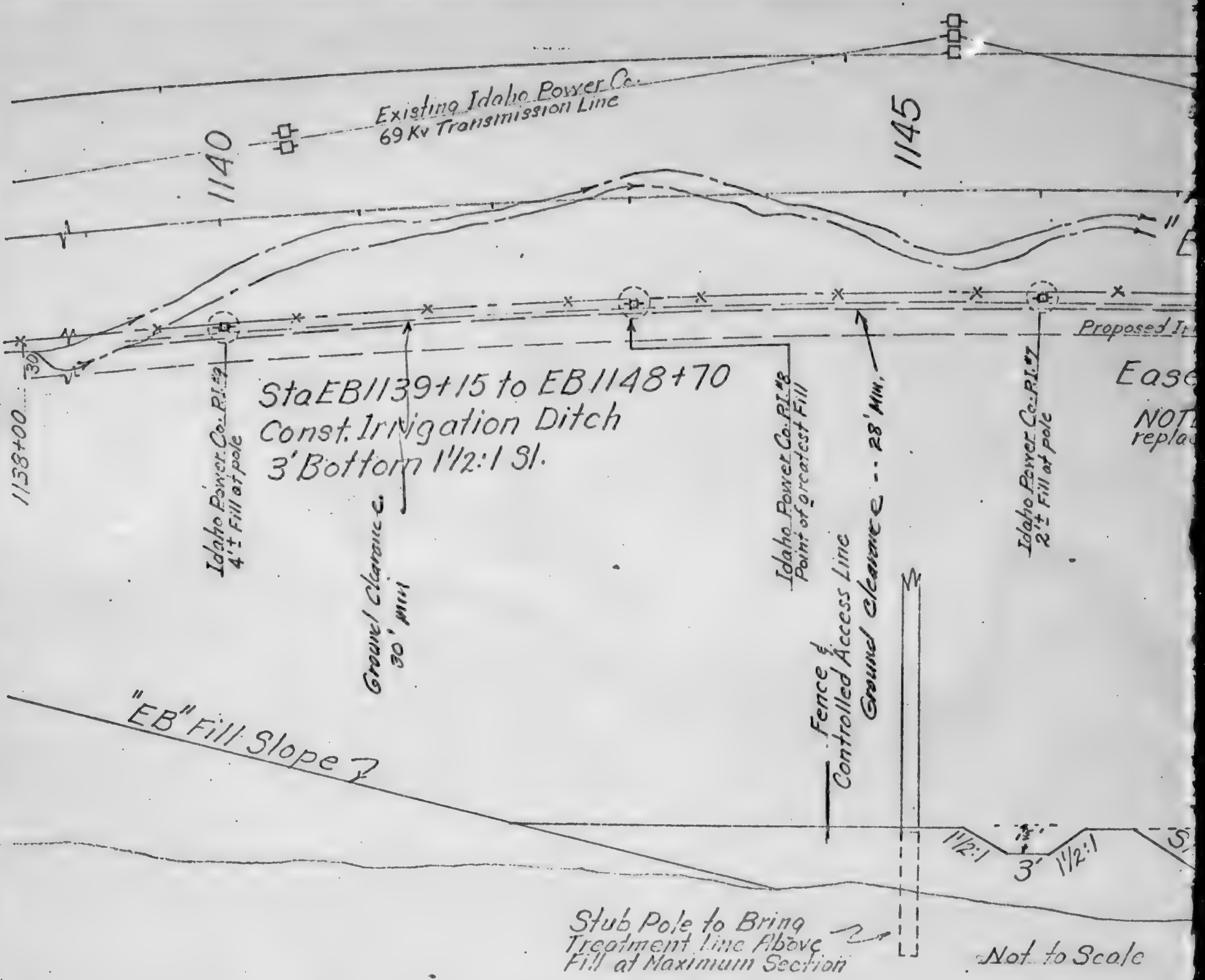
Both alternatives involve crossing U. S. land, causing considerable delay of the line relocation.

A letter stating reasons for following outside the controlled access fence line between Stations 1138 and 1149 at a reduction in cost to the State and U. S. Bureau of Public Roads of an estimated $3,586.00, is attached.

Some additional work for the contractor will occur in compacting material around those poles falling within the ditch fill. The enclosed sketch will aid in spotting these poles on the plans or noting them in the special provisions.

JWV:if
cc: Mr. A. F. Parson
Mr. L. V. Blickenstaff
Mr. Darrell Smith

James W. Valentine
Field Utilities Liaison Engineer
James W. Valentine


Existing Idaho Power Co.
69 Kv Transmission Line
1140
1145
Proposed I
Ease
NOT
repla
1138+00
30'
Idaho Power Co. P.I. #2
4'± Fill at pole
Sta EB 1139+15 to EB 1148+70
Const. Irrigation Ditch
3' Bottom 1 1/2:1 Sl.
Gravel Clearance
30' min.
Idaho Power Co. P.I. #8
Point of greatest Fill
Fence &
Controlled Access Line
Gravel clearance -- 28' Min.
Idaho Power Co. P.I. #7
2'± Fill at pole
"EB" Fill Slope
1 1/2:1
3'
1 1/2:1
Sl.
Stub Pole to Bring
Treatment line Above
Fill at Maximum Section
Not to Scale

1145

1150

"EB" LINE

30'

75'

Proposed Irrig. Ditch

Easement

48+70

NOTE: Single poles will replace existing 2-pole structures

Idaho Power Co. P.I. #8
Point of greatest Fill

Idaho Power Co. P.I. #7
2½' Fill at pole

Fence &
Controlled Access Line
Ground clearance -- 28' Min.

"EB" 1151+26.95 P.T. Bk. =
"EB" 1151+18.28 P.O.T.

EQUA.

30' Easement Line

1½:1

3'

1½:1

SI. 1½:1

8½'
Maximum

Pole to Bring
tment Line Above
at Maximum Section

Not to Scale

IDAHO POWER CO. PROPOSAL FOR
RELOCATING THE 69 KV TRANSMISSION
LINE BETWEEN STATIONS "EB" 1149
OXMAN - BURB'S RANCH SECTION
OLD OREGON TRAIL HIGHWAY
BAKER COUNTY
Sept. '64

RECEIVED
SEP 24 1964

I-5-W-7(15)

477 Cottage St. N.E.
Salem, Oregon

September 21, 1964

Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

Original signed by
T. Dec
Eng. Coordinator

A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

Oregon Federal-aid Interstate Program

Mr. Young's September 15, 1964 letter submitted one item for inclusion on the captioned program in Stage 2. We are approving this item effective this date:

Item	Project	Location	Work
376	I-005-7(15)350	Cosmos to Dubbs Ranch	Gr., Pave, Strs.

You are authorized to proceed with all necessary utility preparatory work on this project effective this date.

We understand that the work proposed includes partial excavation of the rock cut near Holcom Point, with the material to be utilized as rock base or embankment at the option of the contractor.

This approval provides for 8.27 miles of improvement on the Interstate System at a total estimated cost of $4,750,000 of which $4,275,000 is reserved as Federal-aid Interstate funds.

original To Young
9-28-64

NOTED
LLOYD P. SHAW

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL - AID PROG

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPH CODE	ITEM NO.
(65)		1,680	3,650 (66)(70)	75 (71)(72)	08	Oregon	35 (2)(3)	042 (4)(9)	376 (14)(18)

SUPV AGCY (68)(69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(78)	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. 27
					I- 14 23	80-7(15) 7 13		320	N

COUNTY NAME: Baker — CODE: 002 (14)(16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. — FEDERAL-AID: I-80N (32) — STATE: (36)(37) — U.S.: I-80N (41)

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr.,Dr., 4-12' lanes high-type pave., 10' R & 6' L shoulders, 76' median and free location. 3 hwy.gr. sep.strs. (760') & 1 hwy.-RR twin O'xing (500'). Hwy. constr. & strs. (6.1 mi.) Part. gr. only (apprx 0.2 mi.) Fence (8.3 mi.)
					ROW - 300' min. to free location; Access Control - full; Parking Restrictions - complete; Utilities - Adjustments required incl. prelim. work.
	4,750,000	4,275,000	475,000		
8.27	4,750,000	4,275,000	475,000		

(16) (23)(24) (33)

REMARKS

Additional Data - Item 105, Proj. I-80N-7(4)304 and Item 204, Proj. I-80N-7(10)320. Unusual Circumstances: Work to include partial exc. of large rock cut at east end of project. Material to be available for rock base, or for embankment at contractor's option.

USCOMM DUSCOMM-DC 48905-P61

RECEIVED
SEP 9 - 1964
FOR FILING

I-84-7(15)32
6729

477 Cottage Street NE.
Salem, Oregon 97301

September 1, 1964

08-35.4-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Ormsm - Bubbs Ranch Section
I-80N, Baker County

We concur in your proposal to use Type 2 fence throughout the length of this project.

NOTED
LLOYD P. SHAW

OFFICE
STATE HIGHWAY

original to Young
cc Morgan
9-8-64

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

July 31, 1964

08-35.7

A. W. Parsons, Division Engineer
Salem, Oregon

By: Original signed by
T. Dec
Acting Division Engineer

Oregon Project I-80N-7(10)320
Oxman-Bubbs Ranch Section - Kirby, 29119

We have reviewed the additional information submitted by your staff appraisers concerning the railroad bridge at Pritchard Creek on the Kirby property, and the 8-foot by 8-foot concrete box at Station 907+35.

The information indicates that the appraisers did not allow damages to remainder lands for a presumed loss of passage under the railroad bridge. Your records also indicate that the property owner has no legal permit from the railroad to move cattle under the railroad bridge. Based upon this information we have no objection to the review appraisal of $28,000 as a basis for Federal participation.

Concerning the 8-foot by 8-foot concrete box at Station 907+35 we are aware of the difficulties facing the appraisers in evaluating cattle usage of the underpass. Due to the uncertainty of its use we are not taking exception to any damages allowed in the appraisals covering this item; however, if condemnation is necessary we believe your case would be strengthened by the presentation of information that cattle use other passes of similar lengths in the immediate area, as outlined in our letter of June 29, 1964. It is our understanding that dirt has been placed in the bottom of this underpass and it is being closely observed to determine any cattle usage.

Orig to Wright
8-3-64

copy to Young
8-4-64

RECEIVED
JUL 29 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 28, 1964

SUBJECT: Utility Adjustments
Oxman-Bubbs Ranch Section
Old Oregon Trail Highway
Baker County

To: Mr. L. H. Young
Office Engineer

BUILDING

Utility adjustments on this section are extensive and it is desirable to have as much of this work as possible completed before our contractor commences his operations. Idaho Power Company has indicated they will be ready to start this work in the near future.

Please program the utility work on this section in to the construction stage. The estimated costs are as follows:

Idaho Power Company	$75,000.00
Pacific N.W. Bell Telephone Company	2,200.00
UPRR Communication and Signal Lines	20,000.00
TOTAL	$117,200.00

F. D. Morgan
Construction Engineer

By Glen Preston
For T. W. Litchfield
Utilities Liaison Engineer

NOTED
LLOYD P. SHAW

PGP:bjm

cc: A. W. Parsons
L. P. Shaw
C. H. Maison
W. T. Wright
A. F. Parson
J. W. Valentine

RECEIVED
JUL 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1964
FOR FILING

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-7(15)330
C 707

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 23, 1964

Mr. A. W. Parsons, Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Project No. I-80N-7(10)330
Oxman - Bubbs Ranch Section
Pleasant Valley-Bubbs Ranch Unit
Old Oregon Trail Highway
Baker County

Dear Sir:

This will refer to your letter of June 29, 1964, relating to the valuations on subject file.

Our file has been additionally documented with statements from Mr. W. S. Thomas, Mr. Verne Allen, and Mr. L. D. Hillary. Briefly, these men all state that they are unable to change their position.

I attach hereto a copy of Mr. Hillary's opinion which is somewhat typical of the other documents, which are to be found on the right of way file.

Will you please advise us of any further action desired, after you have had an opportunity to evaluate the documentation on the file.

Very truly yours,

L. I. LINDAS
Chief Counsel

By

Walter T. Wright
Right of Way Engineer

WTW:SH
Enclosure
cc: Lloyd P. Shaw
L. H. Young
L. I. Lindas

RECEIVED
JUL 23 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1966
FOR FILING

I-8CN-7(15)330
6179

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1964

R/W -5599

SUBJECT: File 36093, Oregon 015241
Oxman-Bubb's Ranch Sec.
Old Oregon Trail Highway

To:

Mr. A. F. Parson
Division Engineer, Division V
State Highway Department
LaGrande, Oregon

We are attaching two copies of the Land Office Decision Oregon 015241 dated July 13, 1964, granting the lands covered by our application letters of May 22, 1964 and June 8, 1964.

The issuance of this Decision completes this file.

EARL F. SALING
Right of Way Office Manager

WC
ls
Attach: 2 copies Decision

cc: Floyd Query, with orig. Decision & prints

County-City Department
(With copy of Decision & 2 prints)

7-30-64
Recorded

RECEIVED
JUL 3 1964
FOR FILING

Form CD-12 (11-65) (Pres. by A.O. 208 to)

UNITED STATES GOVERNMENT

Memorandum

I-80N-7(15)320

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec
Assistant Division Engineer

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

DATE: June 29, 1964

In reply refer to: 08-35.7

SUBJECT: Oregon Project I-80N-7(10)320
Oxman to Bubbs Ranch Section - Parcel 29119, Kirby

We have reviewed the appraisals and review appraisal in the amount of $28,000 covering the above mentioned property. The review appraisal accepted the appraisal made by W. S. Thomas, which includes damages to irrigated land east of the right of way in the amount of 31.91 acres at $225 per acre, or $7,181.10, and damages to 62.13 acres at $11.25 per acre, or $698.96. Page 14 of Mr. Thomas' appraisal indicates that this land will be difficult to farm "due to the distance and the difficulty of transporting machinery to this area."

Staff appraiser L. D. Hillary indicates on page 10 of his appraisal, "The Construction Department has informed me that the railroad bridge allowing Pritchard Creek to flow under the tracks will remain, but construction of our right of way over this railroad bridge will not allow the movement of cattle, equipment, etc. through the bridge as is presently possible."

Your Design Department has indicated that the property owner will be able to use the passage under the railroad bridge to gain access to his property north of this point and east of the railroad right of way, and south of this point east of the new freeway right of way. Inasmuch as a considerable amount of damages have been allowed to these lands, we will require a re-examination of the appraisals before Federal participation can be approved in any right of way settlement. It is requested that we be advised of your findings upon re-examination of the appraisals.

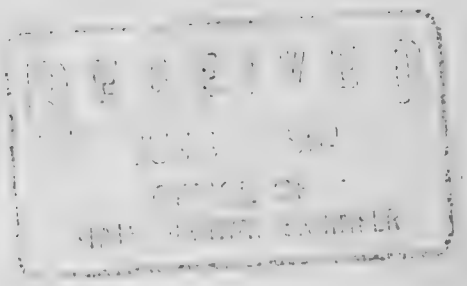
Over $3,000 in damages were allowed to the remainder property because cattle will not freely use the 8' x 8' concrete box at Station 907+35. Evidently an attempted cattle drive was unsuccessful in forcing cattle through the box. It is our understanding that cattle presently use a double 10' x 8' box at Station 979+00 which is 263 feet long and also an 8' x 5' box at Dogtown Creek which is 206 feet long. It would appear

NOTED
LLOYD P. SHIRK

cc Young 7-3-64

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

that when the subject box has some dirt on the floor and cattle are aware of the water hole it will be used. We are aware that some cattlemen do not believe the box will be used, however, if this case goes to condemnation the two boxes presently in use should provide some support for the position that cattle use such boxes.



OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
GEOLOGY AND SOILS SECTION
PROJECT BASE DESIGN

REVISED

REVISED

RECEIVED JUL 7 1964 FOR FILING

Section CRAIG - BURNS RANCH Highway OLD OREGON TRAIL (FA 1) County BAKER Profile 1-10[illegible]

Proj. Engr. Approx. Length of Project 6.5 miles. Sta. 989+ to Sta. 1339+65± Date 6-25-64

Frost Penetration - 36"±

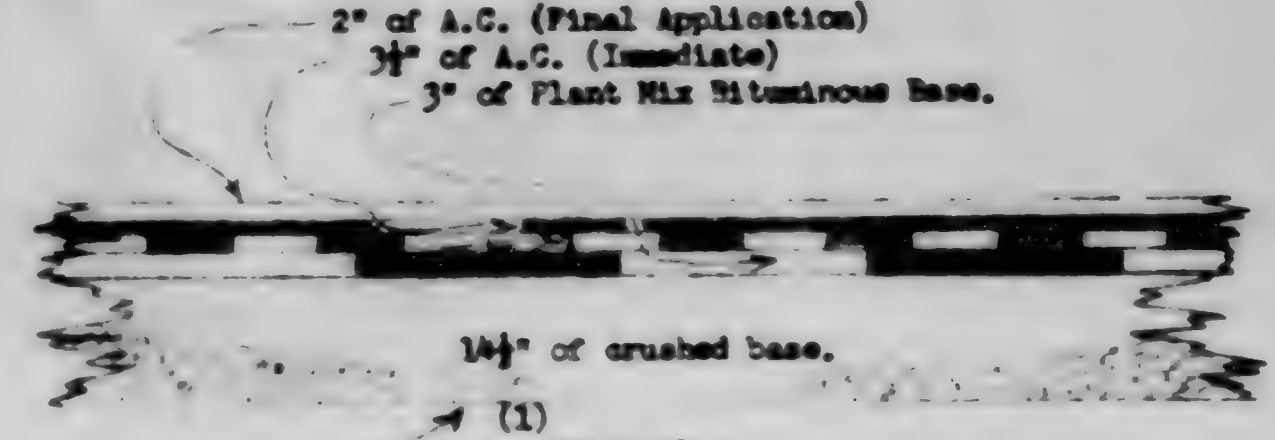
Total 18 kip single axles per day - 201.8 TYPICAL SECTIONS Truck A.D.T. - 288 Traffic Coefficient - 9.2

(1)

Typical Soil

38	LL
14	PI
91	% P10
78	% P200
9	% Gravel
6	% C Sand
12	% F Sand
42	% Silt
32	% Clay
13	"p" Value (Corrected)

AASHO CLASSIFICATION: A-6 (10)



MATERIAL SOURCES:
To be determined by the Engineer.

NOTE:
The use of Plant Mix Bituminous Base has been recommended to upgrade the quality of the available natural limestone.

OTHER ROADS	TC	WEAR SURF	LEVEL BASE	CBR	ACTUAL THICK
"S" Line	5.8	2" of 3/4"-0	16	18	18
Frontage Roads and/or County Roads		2" of 3/4"-0 (Over rock cuts and fills.)	8		10

CR BASE REQUIRE	TOTAL	STAGES	IMMEDIATE	
		4	2	AC-Final
		7	3½	AC-Immed.
		3	3	PMBB
		14½	14½	Cr Base
28½		28½	23	

6-25-64

D. E. D.
State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Soils Engineer, Division
Chief [illegible] Engineer
[illegible]

Submitted by [signature] Staff Assistant

Recommended by [signature] Construction Engineer

Recommended by

Approved by [signature] Engineer of Materials

State Highway Engineer

SECTION: COLAN-PUBBS RANCH
HIGHWAY: OLD OREGON TRAIL (FAI)
COUNTY: BAKER

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year 1963

A. Present ADT (1962) 1950 (Total)

B. Future ADT (1982) 3800 (Total)

C. Mean ADT 2875 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 20 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 10% x (C) 2875 = 288

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 288 x (H) 100 % = 288

TRAFFIC COEFFICIENT = K (I) 0.119
where K = 4.664

= 9.2

PAVEMENT TYPE SELECTION

OXMAN - BURRS RANCH
OLD OREGON TRAIL (FA 1)
BAKER COUNTY

Principal Factors Governing Selection

1. Traffic Coefficient 9.2 — 1964 Present ADT 1950 — 1984 ADT 3800 — % Heavy Vehicles 20
   (NOTE: Increase classification one step for heavy logging use)
2. Soils Characteristics: See design chart attached
3. Weather: Frost Penetration 36"± — Annual Precipitation 11"±
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: P.C.C. not considered due to lack of suitable materials in area.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil and A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration
10. Stimulation of Competition: Not a consideration
11. Construction Consideration: No problem
12. Municipal Preference, Participating Local Government Preference and Recognition of Local Industry: Not a consideration
13. Traffic Safety: No problem
14. Availability of an Adaptation of Local Materials or of Local Commercially Produced Paving Mixes: No problem for A.C. (See attached sheet for P.C.C.)

CONCLUSION AND REMARKS:

P.C.C. was not considered for the following reasons:

The present known material sources available are almost depleted, and to date, new sources where both quantity and quality can meet the job requirements have not been located.

Our Laboratory indicated that in past construction of structures in this area, using the material available, a chemical reaction due to high alkali content has been troublesome.

RECEIVED
MAY 22 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FILING
I-80N-7(15)320
6721

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 15, 1964

Camp-Cobb Ranch Section
Old Oregon Trail Highway
Baker County

Mr. L. H. Young, Division Engineer
U. S. Bureau of Public Roads
511 Columbia Street, N. E.
Salem, Oregon 97301

Attention Mr. Charles J. Keeler

Dear Sir:

On May 8 we discussed the justification for land service and irrigation problems on the Camp-Cobb Ranch Section of the Old Oregon Trail Highway. Additional documentation has now been placed on the Cobb, Warmth, Lane, and Oregon files as requested. This should complete the necessary documentation which you requested prior to authorizing the programing of right of way.

Very truly yours,

L. I. Lindig
Chief Counsel

By

D. H. Koehring
Assistant Right of Way Engineer

NOTED
LLOYD P. SHAW

DHK:gc

cc - Lloyd P. Shaw
L. H. Young
L. I. Lindig
M. P. Mitchell

RECEIVED
MAY 18 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1964
FOR FILING
I-80N-7(10)320
4159

April 24, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Mr. Parsons:

Reference is made to Program Item 204, Project I-80N-7(10)320, Ox-man-Bubbs Ranch Section, which was extended from Durkee to Bubbs Ranch by action under program change form PR-9 submitted to you under date of April 15, 1964. Concurrently, copies of ROW maps, files 8B-28-14 and 8B-29-1, were submitted by transmittal slip with a notation on the slip that the maps which covered the southern portion of the original project and the extention to Bubbs Ranch were for use in connection with Item 204, Project I-80N-7(10)320.

Although this appears a rather complete document submission to confers with all PPM-21.41 requirements, we find the PR-9 form approved by Mr. Dee authorizes only additional incidental work. We have since been informed by our R/W personnal that Mr. Dee advised them his reason for the action was the State had not requested authority to purchase the right of way.

Accordingly, please consider this letter as our formal request for this authority.

There appears some misunderstanding by this department concerning a PR-1 or PR-9 submission for a right of way project. It has been our impression these documents request permission to purchase right of way, but it appears we are not exactly in accord with this understanding. Your regulations require submission of a map showing the approximate limits of the right of way before this permission to proceed with actual acquisition can be given.

Accordingly, it has appeared to us that when the BOW maps, as supporting documents are submitted concurrently, in the same package so to speak, the request to purchase is, or should be, contained in the program documents. In any event, we plan to change the wording, slightly, in subsequent program descriptions of proposed work to read "Right of Way Purchase, Inclusive of Incidental Work and Displaced Persons Costs".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

J. W. Nash
Federal-Aid Engineer

JWN:ia

I-5-3(71)145 Cabin Creek Safety Rest Area on Pacific Hwy. 1966

#6730

STATE COPY

Monthly transaction number: 11-32	FORM PR-2A (Rev. 10-68)	State: Oregon
Project report number: 26	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS	County: Douglas
Modification number: 5	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-17-69	Project number: I-5-3(71)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 176,290	$ 179,156.51
Federal funds	$ 146,271.71	$ 149,193.42
Other revisions		

This modification is made for the following reasons:

Post-Final Voucher based on contractor's claim settlement.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 17th day of October, 19 69.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

By _____
(Division Engineer)
For: R. E. Simpson

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
- 5-71		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
22 [illegible]	(PPM 21-7)	Douglas
Modification number		Project number
4		I-5-3(71)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 176,289.76	$ 176,289.76
Federal funds	$ 146,113.54	$ 146,271.71
Other revisions		

This modification is made for the following reasons:

Based on Post-final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of May, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labor

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Monthly transaction number 11-43	PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 17	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 11-3-67	County Douglas
Modification number 3 130		Project number I-5-3(71)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 157,945	$ 176,289.76
Federal funds	$ 145,700.00	$ 146,113.54
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 3 day of November, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laloe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
L. R. Backlund, Engr. Admin. Manager

US COMM-DC 26364-P65

STATE COPY

Monthly transaction number: 3-124	PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County: Douglas
Modification number: 2 (67-1)	3-24-67	Project number: I-5-3(71)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 148,714	$ 157,945
Federal funds	$ 137,100.00	$ 145,700.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including additional costs on approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24th day of March, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Admin. Manager
(Division Engineer)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(71)145

CABIN CREEK SAFETY REST AREA OF THE

PACIFIC HWY. IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Revised to include additional costs on approved price agreements.)

Salem, Oregon, March 13, 1967

Type Code Y021
Rest Area (Sta. 1435+00 and Station 1466+00)(Contract No. 6730)

Previous subtotal on estimate of Oct. 17, 1966					$135,195.06
Revised Estimate					
Work Item No. 3 Water Supply System					
PA No. 13	Drill well 100' or less	All Req.		$	$ 800.00
PA No. 13	Drill well over 100'	125 lin.ft.	9.00		1,125.00
PA No. 13	Standby time	4 hr.	10.00		40.00
PA No. 14	Drill well 100' or less	All Req.			800.00
PA No. 14	Drill well over 100'	125 lin.ft.	9.00		1,125.00
PA No. 14	Furnish and Install well casing	20 lin.ft.	5.00		100.00
PA No. 14	Furnish and Install well liner	222 lin.ft.	2.75		610.50
PA No. 14	Pump test of well	6.5 hr.	10.00		65.00
SPO No. 2	Drill Horizontal Drains and Install 1½" perforated pipe	All Req.			1,500.00
Work Item No. 6 Water Service System					
PA No. 16	Install 2" Water Pipe	855.9 lin.ft.	2.39		$ 2,045.60
PA No. 16	Insulate 2" Water Pipe	50 lin.ft.	3.62		181.00
			Increase		$ 8,392.10
			Subtotal		$143,587.16
			10% Engr. & Cont.		14,357.84
			Total		$157,945.00

Length of Project.....0.00 miles

Federal Funds	$145,700.00
State Funds	12,245.00
	$157,945.00

State Funds for Const: Chap. 175, Laws 1917; Chap. 31 Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint: Chap. 529, Laws 1939.

STATE COPY

Monthly transaction number: 11-50	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 11	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 10-28-66	County: Douglas
Modification number: 1 L730		Project number: I-5-3(71)145

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 19 65, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 134,965	$ 148,714
Federal funds	$ 124,400.00	$ 137,100.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include increase in bid quantities and approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of October, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund
Administrative Manager

US COMM-DC 26864-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(71)145

CABIN CREEK SAFETY REST AREA ON THE

PACIFIC HWY. IN DOUGLAS COUNTY

(Revised estimate as a basis for modification of project agreement. Revised to include increase in bid quantities and approved price agreements.)

Salem, Oregon, October 17, 1966

Type Code Y021
Rest Area (Sta. 1435+00 and Station 1466+00) (Contract No. 6730)

Previous subtotal on estimate of Nov. 23, 1965			$122,695.00
Previous estimate			
Work Item 1 - Site Development			
Embankment in Place	8,400 cu.yds.	$3.00	$ 25,200.00
Furnishing and Placing Topsoil	210 cu.yd.	5.00	1,050.00
Stone Base	760 cu.yd.	5.75	4,370.00
			$ 30,620.00
Revised estimate			
Work Item 1 - Site Development			
Embankment in Place	10,500 cu.yds.	$3.00	$ 31,500.00
Furnishing and Placing Topsoil	500 cu.yds.	5.00	2,500.00
Stone Base	1,020 cu.yds.	5.75	5,865.00
			$ 39,865.00
PA #2, Extra Concrete	10 cu.yds.	$80.00	$ 800.00
PA #3, 15-inch Concrete Culvert Pipe	63 lin.ft.	3.12	196.56
PA #4, Special Borrow Embankment	250 cu.yds.	1.85	462.50
PA #8, Increase Trench Width	Lump Sum		1,796.00
			$ 3,255.06
			$ 43,120.06
Net Increase			$ 12,500.06
Subtotal			$135,195.06
10% Engr. & Cont.			13,518.94
			$148,714.00

Length of Project - - - - - - - - - - 0.00 mile.

Federal Funds -	$137,100.00
State Funds -	11,614.00
Total Costs	$148,714.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
DEC 17 1965
FLAT FILING

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. 12-88

PROJECT REPORT NO. 5

FORM PR-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-8-65

STATE: Oregon

COUNTY: Douglas

PROJECT NO.: I-5-3(71)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cabin Creek Safety Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	0.00
*OTHER *(Specify)*		

FUNDS

Fro Data 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 134,965.00	$ 124,400.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(71)145

CABIN CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.

Salem, Oregon, November 23, 1965

Type Code Y021
Rest Area (Sta. 1435+00 and Sta. 1466+00) (Contract No. 6730)

Work Item 1 - Site Development

Clearing and Grubbing	All Required		$ 1,500.00
Spraying Poison Oak	All Required		500.00
Ditch Excavation, Unclassified	800 cu.yds.	$ 3.00	2,400.00
Embankment in Place	8,400 cu.yds.	3.00	25,200.00
Trench Excavation	160 cu.yds.	3.00	480.00
Furnishing and Placing Topsoil	210 cu.yds.	5.00	1,050.00
Watering	70 M-gals.	2.00	140.00
Salvaging Stone Surfacing Material	700 cu.yds.	1.00	700.00
3/4" - 0 Material in Base	270 cu.yds.	6.75	1,822.50
Stone Base	760 cu.yds.	5.75	4,370.00
Class "B" Asphalt Concrete	64 tons	20.00	1,280.00
12-inch Culvert Pipe	130 l.ft.	2.40	312.00
18-inch Culvert Pipe	300 l.ft.	3.12	936.00
24-inch Culvert Pipe	14 l.ft.	5.25	73.50
Salvaging and Re-laying Pipe	44 l.ft.	3.00	132.00
Concrete Inlets, Type G	2 only	115.00	230.00
Concrete Inlets, Type G-2	1 only	120.00	120.00
Concrete Inlets, Type D	1 only	110.00	110.00
Concrete Curbs	6 cu.yds.	80.00	480.00
Type 2 Fence	24 rods	24.00	576.00
Salvaging Type 2 Fence	65 rods	5.00	325.00
Type 2 Fence - Salvaged	65 rods	4.00	260.00

Work Item 2 - Electrical Supply System

Electrical Supply System	All Required		650.00

Work Item 3 - Water Supply System

Abandoned Hole	All Required		100.00
Furnish and Install Liner in Existing Well	160 l.ft.	2.75	440.00
Furnish and Install Liner in New Well	100 l.ft.	2.75	275.00
Drilling Well, 100 Ft. or Less Deep	All Required		800.00
Drilling Well, Over 100 Ft. Deep	50 l.ft.	9.00	450.00

Furnish and Install Well Casing	60 lin.ft.	$ 5.00	$ 300.00
Develop Well	All Required		45.00
Pumping Test of Well	6 hrs.	10.00	60.00
Standby Time	10 hrs.	10.00	100.00
Water Supply and Chlorination Bldg.	All Required		7,882.00
Well Housings	All Required		976.00
Irrigation Pumping Facility	All Required		1,575.00
Potable Water Pumping Installation	All Required		1,875.00
Pumping Installation	All Required		1,575.00
Work Item 4 - Toilet Buildings			
Type 6 Toilet Building	2 only	10,491.00	20,982.00
Work Item 5 - Information Shelters			
Information Shelter	2 only	975.00	1,950.00
Work Item 6 - Water Service System			
2-inch Water Pipe	220 lin.ft.	1.12	246.40
1¼-inch Water Pipe	1,240 lin.ft.	1.01	1,252.40
1¼-inch Water Pipe	400 lin.ft.	0.97	388.00
1-inch Water Pipe	1,240 lin.ft.	0.92	1,140.80
3/4" Water Pipe	250 lin.ft.	0.90	225.00
1¼-inch Steel Water Pipe	34 lin.ft.	1.35	45.90
3/4" Steel Water Pipe	30 lin.ft.	1.12	33.60
3/4" Quick-Coupling Hose Valves	30 only	7.75	232.50
1/2" Manual Drain Valves	6 only	10.00	60.00
Work Item 7 - Sewage Systems			
4,000 Gallon Septic Tank	2 only	1,500.00	3,000.00
4-inch Cast Iron Sewer Pipe	50 lin.ft.	2.25	112.50
4-inch Sewerage Effluent Line	200 lin.ft.	1.63	326.00
Southbound Area Disposal Field	All Required		1,386.00
Northbound Area Disposal Field	All Required		2,218.00
Work Item 8 - Rest Ground Facilities			
A.C. Concrete Walks and Surfacing	2,000 sq.yds.	4.00	8,000.00
Picnic Tables	26 only	142.50	3,705.00
Concrete Drinking Fountains	4 only	117.00	468.00
Water Hydrants	5 only	25.00	125.00
Refuse Receptacles	8 only	57.00	456.00
Area Illumination Installation	All Required		2,530.00
Lawn Construction	4 acres	400.00	1,600.00
Furnishing and Planting Trees	50 only	12.00	600.00
Grass Seed Mixture	1,000 lb.	0.60	600.00

Inorganic Fertiliser, 10-16-8	50 cwt.	$ 10.00	$ 500.00
Manure Fertiliser	1,060 cu.yds.	5.00	5,300.00
Mulch	1 unit	25.00	25.00
Sand	1,050 cu.yds.	3.75	3,937.50
Sign Support Footings	All Required		250.00
Single Sign Supports	All Required		250.00
Revision of Existing Signs	All Required		250.00
			$122,295.60
Seismic Exploration	All Required		$ 400.00
			$ 400.00
	Subtotal		$122,695.60
	10% Engr. & Cont.		12,269.40
	Total		$134,965.00

Length of Project - - - - - - - - - - - 0.00 mile

Federal Funds -	$124,400.00
State Funds -	10,565.00
Total Cost -	$134,965.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

CABIN CREEK SAFETY REST AREA

STATE WORK

Portable Sprinklers	6 only	$21.85	$ 131.10
3/4-inch Rubber Hose	6 only	15.90	95.40
Type 2 Fence	36 rods	24.00	864.00
Salvage Type 2 Fence	35 rods	5.00	175.00
Type 2 Fence - Salvaged	35 rods	4.00	140.00
			$1,405.50

Oregon State Highway Department

Federal Aid
Project No. I-5-3(71)145

CABIN CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 7, 1965

Type Code I021
Rest Area (Sta. 1435+00 and Sta. 1466+00)

Work Item 1 - Site Development

Clearing and Grubbing	All Required		$ 2,500.00
Spraying Poison Oak	All Required		500.00
Ditch, Excavation, Unclassified	800 cu.yds.	$ 3.00	2,400.00
Embankment in Place	8,400 cu.yds.	1.50	12,600.00
Trench Excavation	160 cu.yds.	4.00	640.00
Furnishing and Placing Topsoil	210 cu.yds.	3.50	735.00
Watering	70 M-gals.	5.00	350.00
Salvaging Stone Surfacing Material	700 cu.yds.	1.50	1,050.00
3/4" - 0 Material in Base	270 cu.yds.	6.00	1,620.00
Stone Base	760 cu.yds.	5.50	4,180.00
Class "B" Asphalt Concrete	64 tons	12.00	768.00
12-inch Culvert Pipe	130 lin.ft.	4.00	520.00
18-inch Culvert Pipe	300 lin.ft.	5.75	1,725.00
24-inch Culvert Pipe	14 lin.ft.	9.00	126.00
Salvaging and Re-laying Pipe	44 lin.ft.	3.00	132.00
Concrete Inlets, Type G	2 only	150.00	300.00
Concrete Inlets, Type G-2	1 only	175.00	175.00
Concrete Inlets, Type D	1 only	175.00	175.00
Concrete Curbs	6 cu.yds.	75.00	450.00
Type 2 Fence	24 rods	10.00	240.00
Salvaging Type 2 Fence	65 rods	3.00	195.00
Type 2 Fence - Salvaged	65 rods	3.00	195.00

Work Item 2 - Electrical Supply System

Electrical Supply System	All Required		500.00

Work Item 3 - Water Supply System

Abandoned Hole	All Required		500.00
Furnish and Install Liner in Existing Well	160 lin.ft.	3.00	480.00
Furnish and Install Liner in New Well	100 lin.ft.	3.50	350.00

Drilling Well 100 Feet or Less Deep	All Required		$ 400.00
Drilling Well Over 100 Feet Deep	50 lin.ft.	$ 4.50	225.00
Furnish and Install Well Casing	60 lin.ft.	4.00	240.00
Develop Well	All Required		100.00
Pumping Test of Well	6 hrs.	14.00	84.00
Standby Time	10 hrs.	8.00	80.00
Water Supply and Chlorination Buildings	All Required		4,400.00
Well Housings	All Required		2,100.00
Irrigation Pumping Facility	All Required		1,200.00
Potable Water Pumping Installation	All Required		1,700.00
Pumping Installation	All Required		2,200.00

Work Item 4 - Toilet Buildings

Type 6 Toilet Building	2 only	15,500.00	31,000.00

Work Item 5 - Information Shelters

Information Shelter	2 only	2,500.00	5,000.00

Work Item 6 - Water Service System

2-inch Water Pipe	220 lin.ft.	1.65	363.00
1 1/2-inch Water Pipe	1,240 lin.ft.	1.40	1,736.00
1 1/4-inch Water Pipe	400 lin.ft.	1.20	480.00
1-inch Water Pipe	1,240 lin.ft.	1.00	1,240.00
3/4-inch Water Pipe	250 lin.ft.	0.85	212.50
1 1/2-inch Steel Water Pipe	34 lin.ft.	3.50	119.00
3/4-inch Steel Water Pipe	30 lin.ft.	0.80	24.00
3/4-inch Quick-Coupling Hose Valves	30 only	10.00	300.00
1/2-inch Manual Drain Valves	6 only	5.00	30.00

Work Item 7 - Sewage Systems

4,000-Gallon Septic Tank	2 only	2,200.00	4,400.00
4-inch Cast Iron Sewer Pipe	50 lin.ft.	2.70	135.00
4-inch Sewerage Effluent Line	200 lin.ft.	1.80	360.00
Southbound Area Disposal Field	All Required		1,200.00
Northbound Area Disposal Field	All Required		3,000.00

Work Item 8 - Rest Ground Facilities

A.C. Concrete Walks and Surfacing	2,000 sq.yds.	2.75	5,500.00
Picnic Tables	26 only	200.00	5,200.00

Concrete Drinking Fountains	4 only	$ 130.00	$ 520.00
Water Hydrants	5 only	100.00	500.00
Refuse Receptacles	8 only	30.00	240.00
Area Illumination Installation	All Required		3,900.00
Lawn Construction	4 acres	1,700.00	6,800.00
Furnishing and Planting Trees	50 only	12.00	600.00
Grass Seed Mixture	1,000 lbs.	1.00	1,000.00
Inorganic Fertilizer, 10-16-8	50 cwt.	7.50	375.00
Manure Fertilizer	1,060 cu.yds.	7.00	7,420.00
Mulch	1 unit	18.00	18.00
Sand	1,050 cu.yds.	1.50	1,575.00
Sign Support Footings	All Required		200.00
Single Sign Supports	All Required		1,300.00
Revision of Existing Signs	All Required		750.00
			$ 131,632.50
Seismic Exploration	All Required		$ 400.00
Work by Douglas Electric Co-op. Inc.	All Required		100.00
			$ 500.00
	Subtotal		$ 132,132.50
	10% Engr. & Cont.		13,212.50
	Total		$ 145,345.00

Length of Project . . . . . 0.00 Mile

Federal Funds	$ 133,500.00
State Funds	11,845.00
Total Cost	$ 145,345.00

CABIN CREEK SAFETY REST AREA

STATE WORK

Portable Sprinklers	6 only	$ 33.00	$ 198.00
3/4-inch Rubber Hose	6 only	20.00	120.00
Type 2 Fence	36 rods	10.00	360.00
Salvage Type 2 Fence	35 rods	3.00	105.00
Type 2 Fence Salvaged	35 rods	3.00	105.00
			$ 888.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(71)145

CABIN CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 6, 1965

Type Code Y021
Rest Area (Sta. 1435+00 and Sta. 1466+00)

WORK ITEM 1 - SITE DEVELOPMENT

Clearing and Grubbing	All Required		$ 2,500.00
Spraying Poison Oak	All Required		500.00
Ditch Excavation, Unclassified	800 cu.yds.	$ 3.00	2,400.00
Embankment in Place	8,400 cu.yds.	1.50	12,600.00
Trench Excavation	160 cu.yds.	4.00	640.00
Furnishing and Placing Topsoil	210 cu.yds.	3.50	735.00
Watering	70 M-gals.	5.00	350.00
Salvaging Stone Surfacing Material	700 cu.yds.	1.50	1,050.00
3/4" - 0 Material in Base	270 cu.yds.	6.00	1,620.00
Stone Base	760 cu.yds.	5.50	4,180.00
Class "B" Asphalt Concrete	64 tons	12.00	768.00
12-inch Culvert Pipe	130 l.ft.	4.00	520.00
18-inch Culvert Pipe	300 l.ft.	5.75	1,725.00
24-inch Culvert Pipe	14 l.ft.	9.00	126.00
Salvaging and Re-Laying Pipe	44 l.ft.	3.00	132.00
Concrete Inlets, Type C	2 only	150.00	300.00
Concrete Inlets, Type C-2	1 only	175.00	175.00
Concrete Inlets, Type D	1 only	175.00	175.00
Concrete Curbs	6 cu.yds.	75.00	450.00
Type 2 Fence	24 rods	10.00	240.00
Salvaging Type 2 Fence	65 rods	3.00	195.00
Type 2 Fence - Salvaged	65 rods	3.00	195.00

WORK ITEM 2 - ELECTRICAL SUPPLY SYSTEM

Electrical Supply System	All Required		500.00

WORK ITEM 3 - WATER SUPPLY SYSTEM

Abandoned Hole	All Required		500.00
Furnish and Install Liner in Existing Well	160 lin.ft.	3.00	480.00
Furnish and Install Liner in New Well	100 lin.ft.	3.50	350.00
Drilling Well 100 Feet or Less Deep	All Required		400.00
Drilling Well Over 100 Feet Deep	50 lin.ft.	4.50	225.00

Furnish and Install Well Casing	60 lin.ft.	$ 4.00	$ 240.00
Develop Well	All Required		100.00
Pumping Test of Well	6 hours	14.00	84.00
Standby Time	10 hours	8.00	80.00
Water Supply and Chlorination Building	All Required		4,400.00
Well Housings	All Required		2,100.00
Irrigation Pumping Facility	All Required		1,200.00
Potable Water Pumping Installation	All Required		1,700.00
Pumping Installation	All Required		2,200.00
WORK ITEM 4 - TOILET BUILDINGS			
Type 6 Toilet Building	2 only	15,500.00	31,000.00
WORK ITEM 5 - INFORMATION SHELTERS			
Information Shelter	2 only	2,500.00	5,000.00
WORK ITEM 6 - WATER SERVICE SYSTEM			
2-inch Water Pipe	220 lin.ft.	1.65	363.00
1½-inch Water Pipe	1,240 lin.ft.	1.40	1,736.00
1¼-inch Water Pipe	400 lin.ft.	1.20	480.00
1-inch Water Pipe	1,240 lin.ft.	1.00	1,240.00
3/4-inch Water Pipe	250 lin.ft.	0.85	212.50
1½-inch Steel Water Pipe	34 lin.ft.	3.50	119.00
3/4-inch Steel Water Pipe	30 lin.ft.	0.80	24.00
3/4-inch Quick-Coupling Hose Valves	30 each	10.00	300.00
1/2-inch Manual Drain Valves	6 only	5.00	30.00
WORK ITEM 7 - SEWAGE SYSTEMS			
4,000 Gallon Septic Tank	2 only	2,200.00	4,400.00
4-inch Cast Iron Sewer Pipe	50 lin.ft.	2.70	135.00
4-inch Sewerage Effluent Line	200 lin.ft.	1.80	360.00
Southbound Area Disposal Field	All Required		1,200.00
Northbound Area Disposal Field	All Required		3,000.00
WORK ITEM 8 - REST GROUND FACILITIES			
A.C. Concrete Walks and Surfacing	2,000 sq.yds.	2.75	5,500.00
Picnic Tables	26 only	200.00	5,200.00
Concrete Drinking Fountains	4 only	130.00	520.00
Water Hydrants	5 only	100.00	500.00
Refuse Receptacles	8 only	30.00	240.00

Area Illumination Installation	All Required		$ 3,900.00
Lawn Construction	4 acres	$1,700.00	6,800.00
Furnishing and Planting Trees	50 only	12.00	600.00
Grass Seed Mixture	1,000 lbs.	1.00	1,000.00
Inorganic Fertiliser, 10-16-8	50 cwt.	7.50	375.00
Manure Fertiliser	1,060 cu.yds.	7.00	7,420.00
Mulch	1 unit	18.00	18.00
Sand	1,050 cu.yds.	1.50	1,575.00
Sign Support Footings	All Required		200.00
Single Sign Supports	All Required		1,300.00
Revision of Existing Signs	All Required		750.00
	Subtotal		$131,632.50
	10% Engr. & Cont.		13,162.50
	Total		$144,795.00

Length of Project - - - - - - - - - - - 0.000 miles

Federal Funds - $133,000.00

State Funds - 11,795.00

$144,795.00

CABIN CREEK SAFETY REST AREA

State Work

Portable Sprinklers	6 only	$33.00	$198.00
3/4-inch Rubber Hose	6 only	20.00	120.00
Type 2 Fence	36 rods	10.00	360.00
Salvage Type 2 Fence	35 rods	3.00	105.00
Type 2 Fence - Salvaged	35 rods	3.00	105.00
			$888.00

RECEIVED
JUL 8 - 1969

I-5-3(71)145
6-13c

July 8, 1969

The Aetna Casualty & Surety Company
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $2,829.25 will be mailed to you as surety on Contract No. 6730 awarded to Oosterwyk Nurseries, Inc., for improvement in Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $148,905.30 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Oosterwyk Nurseries, Inc.
% O. Robert Brain

Oosterwyk Nurseries, Inc.
% Paul J. Lemmon

Paul R. Ratliffe

Carroll Keasey
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 3 - 1969
FORM B-80-X (12-67)
FOR FILE

I-5-3(71)45
6730

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 29, 1969

To: MEMO TO THE FILES

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 6730
AND
Gettings Creek Safety Rest Area
Contract No. 6735

We are processing payments to the contractor on both the subject projects which constitute complete and final settlement of all claims. The contractor signed the final Price Agreements on this basis.

The payment on Cabin Creek is in the amount of $2,829.25 and has been formally approved by the Bureau of Public Roads for Interstate participation.

The final payment on Gettings Creek is only $37.80. The items being paid now are all basically quantity adjustments but they all constitute complete settlement of claims which once totaled over $31,000.

This clears up all pending disputes with the Oosterwyk Nurseries firm arising from the several highway contracts which they have held.

John A. Bond
Construction Administration Engineer

JAB:fw

cc: F. B. Klaboe
I. D. Merchant
C. T. Keasey

RECEIVED
MAY 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1969
FOR
I-5-3(71)145
1420

March 25, 1969

Casey Jones Well Drilling Company
Route 2, Box 695
Creswell, Oregon 97426

Gentlemen:

Thank you for your letter of March 19, advising us that you have received a check in the amount of $1,102.43 from the Aetna Bonding Company. You state this pays you in full the money due you from Oosterwyk Nurseries Inc., Contract No. 6730, roadway improvement on Cabin Creek Safety Rest Area, Pacific Highway in Douglas County.

This information is being noted in our records and we will advise the surety, agent and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

sj

cc Aetna Casualty and Surety Company
Mr. Paul R. Ratliffe
Oosterwyk Nurseries Inc.
Commissioners

NOTED ON CARD
aj 3-26-69

CASEY JONES WELL DRILLING CO.
RT. 2 BOX 695 Phone 747-2806
CRESWELL, OREGON 97426
1 Mile East Of Pleasant Hill School On Hwy. 58

Oregon Highway Department,
Highway Building,
Salem, Oregon.

Gentlemen:

This is to notify you that on March 12, 1969, we received a check in the amount of $1,102.43 from the Etna Bonding Company.

This pays in full the money due us from the OOsterwyk Nurseries Inc., Contract #6730, Improvement on Cabin Creek Safety Rest Area in Douglas County, work completed in 1966.

Yours truly
CASEY JONES WELL DRILLING CO

Delbert S. Jones
3-19-69
PP

Cc ✓

NOTED
C. W. HEAD

NOTED
FLOYD QUERY
3-21-69

Form FH-122 (4-67)

APR 29 1968

UNITED STATES GOVERNMENT

Memorandum

I-5-3(71)145

173 c

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: April 23, 1968

In reply refer to: 08-35-EC/404

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(71)145, Cabin Creek Rest Area
Douglas Electric Cooperative Utility Adjustment

NOTED
F. B. KLABOE

On November 2, 1965 Mr. Litchfield requested approval of an agreement with the subject utility for the relocation of one pole. Because of a question of eligibility discussed in our November 8, 1965 and subsequent memorandums we agreed on January 20, 1966 that this date be used should eligibility be established for this $172.28 adjustment.

Following a considerable exchange of correspondence with you and our Regional office, they have overruled our previous findings and permitted Federal-aid participation in the relocation cost. The documentation furnished has established your obligation.

Our November 8, 1965 memorandum found the agreement and estimate satisfactory; therefore, you may charge as participating all eligible costs under PPM 30-4 incurred subsequent to January 20, 1966.

Litchfield
Young
Nelson
4-25-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

DEPARTMENT
APR 12 1968
FOR FILING

I-5-3(71)145

6/20

April 11, 1968

Mr. J. F. Kenny
Senior Claim Representative
Aetna Life and Casualty
800 Washington Building
Seattle, Washington 98101

Gentlemen:

This has to do with your letter of April 3 concerning the claim of Casey Jones Well Drilling Company against Oosterwyk Nurseries, Inc., in the amount of $1,102.43 on our Contract No. 6730, your File No. E42 SC 67187 RG.

I believe the best answer I can give you concerning the amount authorized for the well drilling operations will be the unit items from the contract. Attached is a copy of the Monthly Project Cost Report showing the work performed up to the date of completion on September 1, 1966.

Most of the well items seem to be included in Items 24 through 37. There is also another item shown on Sheet 5. Sheets 6 and 7 shows some price agreements which may be pertinent.

When claims are paid, the claimants do not always notify us. Attached is a photocopy of claims which have been filed against this contract. Only the claims which have been lined out are those which we know have been paid. On the others, we have received no information regarding payment.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Attachments

Ætna
LIFE & CASUALTY

Casualty & Surety Division
800 Washington Bldg. — 1325 Fourth Ave.
Seattle, Washington 98101
MA 4-6530

April 3, 1968

State of Oregon Department of Highways
Salem,
Oregon

Gentlemen:

OUR FILE NO. E42 SC 67187 RG - PRINCIPAL, OOSTERWYK NURSERIES, INC. - OBLIGEE, STATE OF OREGON DEPARTMENT OF HIGHWAYS - CONTRACT NO. 6730

Our Company is the Surety in this matter. We have received another letter from Casey Jones Well Drilling Company to the effect that an amount of $1,102.43 is owed to them by Oosterwyk Nurseries. They had filed an invoice regarding a balance of $3,602.43 for services rendered as of July 13, 1966, and they are claiming that of this amount, $1,102.43 is still unpaid. The invoice was received by you on July 21, 1966 and acknowledged on July 25, 1966 and filed with the Secretary of State on July 26, 1966, number 4200.

Oosterwyk Nurseries paid $2,500 of that amount, which left a balance of $1,102.43 in dispute. Does your Department have records showing the amount authorized by your State Engineers for the well drilling operation? If you have such records, I would appreciate it if you would send this information to me, as I am attempting to resolve the dispute.

As far as I know, this is the only notice filed with your Department under this contract that remains unpaid. If there are any more timely filings which remain unpaid, please notify me.

Thank you for your cooperation, and please furnish me with the information as soon as possible.

Sincerely,

J. F. Kenny

J. F. Kenny
Senior Claim Representative
co

cc: Frank Smith, Atty., HO Bond Claim
Portland
Eugene

RECEIVED
APR 5 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 5 - 1971

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 27, 1968

Mr. G. Robert Brain
Attorney at Law
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Your March 18 letter to Mr. Porter has been referred to this office for reply. You refer to claims filed on three separate projects. We really have no current statement of the items still in controversy on each project. At various times in the past, inadequacies as to the basis for or derivation of requested amounts have been cited to you or the contractor.

With respect to Gettings Creek and Cabin Creek Safety Rest Areas, I am advised by Assistant Division Engineer Quiner that nothing further has been received since the most recent meeting with you at the Roseburg Division Office on September 5, 1967. We therefore do not feel that the remedies available to you at the field and staff level have been properly utilized up to this time. A properly presented claim would be considered and a response given to you. Any unresolved matters would then be a proper subject for a meeting with the Claims Review Board. I emphasize that the Board reviews claims that are unresolved after proper consideration at other levels. The Board is not the proper place to submit original claims.

The issues on the Corvallis Roadside Improvement Contract No. 6828 are probably more clearly drawn but a summary of the items still in contention here would be desirable. Our field people should have the opportunity to compile their pertinent data and a meeting could then be arranged with the Review Board to review the differences on this contract at a comparatively early time.

The usual procedure before the Review Board is for the contractor to present his argument, after which the State project people present their analysis and then either side answers specific questions which members of the Board may ask.

I will await further advice from you as to how you wish to proceed.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
R. D. Asburry
C. T. Keasey

RECEIVED
MAR 5 1971
LAW OFFICES

MERGES, BRAIN & HILYER

I-5-3(71)145

EDWARDS E. MERGES
G. ROBERT BRAIN
DALE P. HILYER, JR.
JOHN NEIKIRK

6 + 21

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

RETURNED
Bond
BY DORMAY STATE HIGHWAY ENG.

Please set date and
advise Mr. Brain
3-19
Porter

March 18, 1968

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Highway Commissioner

Dear Mr. Porter:

If you will recall, the undersigned appeared on behalf of Oosterwyk Nurseries before the Highway Department in a meeting in Salem on March 5, 1968.

We were informed at that time that the matter under question should be brought before the review board of the Highway Department.

At the present time, Oosterwyk Nurseries has its claims filed with the Oregon State Highway Department in regard to Contract No. 6735 Gettings Creek Safety Rest Area, Contract No. 6730 Cabin Creek Rest Area and Contract No. 6828 Roadside Improvement Corvallis-Newport Highway.

I would appreciate it if you could let me know what dates might be available to go over these claims with the Review Board. If you would send me the available dates, I could work it in with my trial schedule on other matters to be convenient with all concerned.

I believe most of the details of these matters have already been set forth in claims although it is difficult to reduce to writing all of the matters to be brought before the Board. If it is necessary to have the hearings on the various matters at different times, please also let me know.

RECEIVED
MAR 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

The claims have been pending for a long period of time and I would appreciate it if these can be heard at your earliest convenience.

If there is anything I can do to encourage the Review Board to hear these matters, please let me know.

Very truly yours,

G. ROBERT BRAIN

GRB:sm
cc: Mr. Paul Zeman

RECEIVED
FEB 21 1968
FOR FILING
LIFE & CASUALTY

Casualty & Surety Division
1201 S.W. Twelfth Avenue
Portland, Oregon 97205
222-9111

RECEIVED
FEB 14 7 58 AM '68
CLAY MYERS
SECRETARY OF STATE

I-5-3(71)145

675

February 13, 1968

Department of State
State of Oregon
Salem, Oregon

Gentlemen:

1. OBLIGEE: STATE OF OREGON-CONTRACT 6840 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND NUMBER: 81 S 4439 BC - OUR FILE: B 42 SC 74288 RG
2. OBLIGEE: STATE OF OREGON-CONTRACT 6730 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 3666 BC - OUR FILE: B 42 SC 67187 RG
3. OBLIGEE: STATE OF OREGON-CONTRACT 6819 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 4372 BC - OUR FILE: B 42 SC 80827 RG
4. OBLIGEE: STATE OF OREGON-CONTRACT 6828 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 4373 BC - OUR FILE: B 42 SC 75138 RG
5. OBLIGEE: STATE OF OREGON-CONTRACT 6735 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 3665 BC - OUR FILE: E 42 SC 69402 RG

We wish to alert you that we have filed with the State of Oregon, Department of State, an assignment of the funds on all of the above captioned jobs, to be paid directly to the AEtna Casualty and Surety Company.

Our Seattle office, which is coordinating the various claims, indicated that a check was drawn on the State of Oregon, Department of State, paid out of the State Treasury, to the order of Oosterwyk Nurseries, Inc. This check was dated January 31, 1968, warrant number 527486, agency number 734, check number 664636, State of Oregon, the State Treasurer, Salem, Oregon, in the amount of $4,670.15. We were concerned inasmuch as this check was sent directly to Paul Zeman of Oosterwyk Nurseries, Inc., instead of through ourselves, drawn to the order of the AEtna Casualty and Surety Company. As indicated in my first paragraph, we believe that this check was drawn as a mistake inasmuch as all of the funds on these jobs have been assigned to the AEtna Casualty and Surety Company.

Very truly yours,

Donald R. Clarke

Donald R. Clarke
Claim Representative

RECEIVED
FEB 15 1968
OREGON
STATE HIGHWAY COMMISSION

L-487-A

pts

Copy sent to Asst. Dist. Atty.

RECEIVED
DEC 27 1967
FOR FILING

I-5-3(71) 175

6730

December 26, 1967

Bauer and Bauer
Attorneys at Law
612 Portland Building
Portland 4, Oregon

Contract 6730

Attention: Mr. Henry L. Bauer

Gentlemen:

In your letter of December 21, you requested information concerning contracts held by Oosterwyk Nursery with the Oregon State Highway Department.

Oosterwyk Nurseries, Inc., have been awarded contracts as shown on the attached sheet.

On this list, you will note Contracts 6819 and 6828, although completed, have not yet been accepted by the Highway Commission. On these two contracts, we are retaining approximately $16,000 pending acceptance. This retained amount is the amount left after deduction of liquidated damages.

Attached are copies of the performance bonds which have been furnished with these contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:flm

BAUER & BAUER
ATTORNEYS AT LAW
612 PORTLAND BUILDING
425 S.W. WASHINGTON STREET
PORTLAND 4, OREGON

HENRY BAUER
HENRY L. BAUER
RON R. FUNDINGSLAND

TELEPHONE
223-6113

December 21, 1967

State Highway Commission
Salem,
Oregon

RE: Oosterwyck Nursery

Gentlemen:

Rich Northwest Nurseries, Inc. delivered a substantial amount of nursery stock to Oosterwyck Nursery to be used upon State Highway projects this past summer. $2,000.00 of this account remains unpaid. My last report from the attorney for Oosterwyck Nursery was that there was substantial moneys remaining to be paid on this contract. Can you advise me if there is in fact money remaining to be paid to Oosterwyck Nursery on account of its work during this past year for the State Highway Commission?

Also, if the Oosterwyck jobs have been accepted and paid, will you please let me know the date of acceptance and send me a copy of the bond or bonds covering their work.

Yours very truly,

Henry L. Bauer

Cc ✓

HLB:gz

NOTED
FLOYD OLIVER

RECEIVED
DEC 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 2 - 1967
FOR FILING
I-5-3(71)145
6730

2661

December 1, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project I-5-3(71)145, Cabin Creek Rest Area, Douglas Electric Cooperative Utility Adjustment

Reference is made to your memorandum of November 3 which transmitted and requested our consideration of H. B. Stanley's memorandum of October 18 on this subject. His memo states that a claim for reimbursement based on the State's role as a utility consumer would have to be supported by the answers to three questions posed in the memo. The answers to Mr. Stanley's questions are as follows:

1. The State, in general, does not issue nonreimbursable permits for utility facilities installed on highway right-of-way to provide service to the State.

2. The State considers itself as an ordinary consumer in requesting and paying for utility service and accepts utility company policy on payment for service changes. The prevailing utility policy is for the consumer to pay the cost of service changes unless there is an increase in consumer revenue large enough to offset the cost of service changes.

3. The State's policy on not issuing nonreimbursable permits for service facilities and its role as an ordinary utility consumer are compatible. A few nonreimbursable permits have been inadvertently issued but the State's role as an ordinary consumer would have precedence over such permits.

Based on the above, further consideration of your participation in this adjustment is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
F. D. Morgan
L. H. Young
F. D. McKinney
T. W. Litchfield
J. L. Sollis

JMC:ss srb

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: November 3, 1967

In reply refer to: 08-35-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(71)145, Cabin Creek Rest Area
Douglas Electric Cooperative Utility Adjustment

Mr. Klaboe's September 21, 1967 letter in answer to our August 28 memorandum continued the "second move" controversy on the subject utility adjustment. This was transmitted to our Regional office for comments. Region made several comments and ask three questions in Mr. Stanley's October 18, 1967 memorandum.

Your consideration of Mr. Stanley's memorandum is requested if you wish to pursue this matter further.

Enclosure
Cy Mr. Stanley's memo, 10-18-67

orig to Litchfield
copy to Young

RECEIVED
NOV 3 1967
CONSTRUCTION
DIVISION

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

DATE: October 18, 1967

In reply refer to: 08-00.7

TO : Mr. A. W. Parsons, Division Engineer
Salem, Oregon

FROM : H. B. Stanley, Regional Right-of-Way Engineer H.B.S.
Portland, Oregon

SUBJECT: Oregon Project I-5-3(71)149, Cabin Creek Rest Area
Douglas Electric Cooperative Utility Agreement

Assistant Division Engineer Brooks' October 11 memorandum on the above subject requests a legal review and comments on the entire case which has been presented to date. We have consulted Regional Attorney Rutledge and it is our joint opinion that the State has not presented a legal opinion or any other valid evidence to support a payment for relocation under PPM 30-4. Further, it seems doubtful that any such showing on this basis could be made. Of course, we would be glad to consider any additional submissions the State may wish to make.

It appears to us that if the State has an obligation to pay for the move, it probably would be based on the State's role as a utility consumer and its obligation to pay the cost of any adjustment of its service lines. The possibility of such an obligation existing is alluded to in Mr. Klaboe's September 21 letter. Due to questions which have previously been raised, any claim for reimbursement made on this basis should be supported by answers to the following questions:

1. What is the State's policy regarding the issuance of nonreimbursable permits in comparable situations? (Mr. Dec's April 22, 1966 memorandum to Mr. Rohde indicated that the policy at that time was to issue these permits)

2. Is the State considered as an ordinary utility consumer and is it billed for service changes made at its request?

3. Are the answers to questions 1 and 2 compatable and, if not, why are nonreimbursable permits being issued? If nonreimbursable permits are being issued in comparable situations and the consumer obligation does not exist, Federal funds cannot be used for reimbursement in the absence of the previously requested legal opinion.

cc: Rutledge

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM 6-138
NOV 2 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
Claim File 4340
FILED
I-5-3(71)0274
1967
6-130
CLAY MYERS

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 30 9 49 AM '67
CLAY MYERS
SECRETARY OF STATE

October 27, 1967

Mr. Gordon H. Price
Attorney at Law
P. O. Box 142
Molalla, Oregon 97038

Dear Mr. Price:

This is to acknowledge receipt of your letter of October 25 and attached Notice of Claim of your client, Coral Corporation, stating that Oosterwyk Nurseries, Inc., owes them $85.00 plus interest for signs and sign supports.

The claim states this is in reference to the Oosterwyk Nurseries, Inc., Contract No. 6730 for improvement in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

The Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of this claim and we will also forward it to the Secretary of State for filing. Final payment has been made on this contract. This project was accepted by the State Highway Commission on March 6, 1967.

Please advise this office when your client's claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 31 1967
OREGON
STATE HIGHWAY COMMISSION

cc: Aetna Casualty and Surety Company
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.
Commissioners
Mrs. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

GORDON H. PRICE
ATTORNEY AT LAW
P. O. BOX 142
MOLALLA, ORE. 97038

PHONE 829-2711

October 25, 1967

State Highway Commission
State of Oregon

SALEM, Oregon

Re.: Santiam Safety Rest Area - Contract #6840;
Cabin Creek Safety Rest Area - Contract #6730

Gentlemen:

I represent Coral Corporation, a material supplier to Oosterwyk Nurseries Inc., contractor in the above projects.

Oosterwyk Nurseries Inc. still owes Coral Corporation $1,615.80 with interest from September 30, 1966 on the Santiam Rest Area contract, and $85.00 with interest from August 26, 1966 on the Cabin Creek Rest Area contract.

If you still hold any money due under the above contracts, we would appreciate it if you would hold them until arrangements have been made to pay Coral Corporation its balance due.

Very truly yours,

Gordon H. Price

cc: Coral Corporation
135 East Hereford Street
Gladstone, Oregon

NOTED
FLOYD QUERY

RECEIVED
OCT 26 1967
OREGON
STATE HIGHWAY COMMISSION

GORDON H. PRICE
ATTORNEY AT LAW
P. O. BOX 142
MOLALLA, ORE. 97038
PHONE 829-2711

October 25, 1967

Oregon State Highway Commission

SALEM, Oregon

Notice hereby is given that the undersigned Coral Corporation has a claim for signs and sign supports furnished in the sum of $85.00 with interest at 6% per annum from August 26, 1966, against the bond taken from Oosterwyk Nurseries Inc. principal and Aetna Casualty & Surity Company, surity for the steel sign Structures for Oregon State Highway Department Contract No. 6730, Cabin Creek Safety Rest Area.

CORAL CORPORATION

By

Gordon H. Price - Attorney
for Coral Corporation

RECEIVED
OCT 26 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 13 1967
FOR FILING

I-5-3(71)145
6730

October 12, 1967

Casey Jones Well Drilling Co.
Route 2, Box 695
Creswell, Oregon 97426

Gentlemen:

This is to acknowledge receipt of your letter of October 4 stating that Oosterwyk Nurseries, Inc., owes you a balance of $1,102.43 on State Highway Contract No. 6730 in Douglas County.

You mentioned that this is in reference to your claim which was filed in this office and with the Secretary of State in July, 1966.

We will forward a copy of your letter to the surety and agent so that they will have the latest information on the status of your claim.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Aetna Casualty and Surety Company
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.

CWH:gc

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 6, 1967

Casey Jones Well Drilling Co.
Route 2, Box 695
Creswell, Oregon 97426

Gentlemen:

This is in reply to your invoice memo of October 4 stating that Oosterwyk Nurseries, Inc., owes you a balance of $1,102.43.

You state this is in reference to State Highway Contract No. 6730 for improvement of the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

Our records indicate that you filed a claim against this contract in July, 1966, in the amount of $3,602.43. Please advise us if this is a new claim that you are filing or is it the balance unpaid on the claim that you filed in 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By C. W. Head
C. W. Head, Assistant Secretary

CWH:gc

This is the balance of the old claim.

Casey Jones Well Drilling Co.
By Ruth L. Jones
Sec

RECEIVED
OCT 11 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 9 - 1967
FOR FILING
I-5-3(71)145
6730

October 6, 1967

Casey Jones Well Drilling Co.
Route 2, Box 695
Creswell, Oregon 97426

Gentlemen:

This is in reply to your invoice memo of October 4 stating that Oosterwyk Nurseries, Inc., owes you a balance of $1,102.43.

You state this is in reference to State Highway Contract No. 6730 for improvement of the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

Our records indicate that you filed a claim against this contract in July, 1966, in the amount of $3,602.43. Please advise us if this is a new claim that you are filing or is it the balance unpaid on the claim that you filed in 1966.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWH:gc

cc: Aetna Casualty & Surety Co.
Bond Department
400 Century Tower
Portland, Oregon 97205

Mr. Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

CASEY JONES WELL DRILLING CO.

RT. 2 BOX 695 Phone 747-2806
CRESWELL, OREGON 97426
1 Mile East Of Pleasant Hill School On Hwy. 58

Headquarters For Aermotor Pumps and Water Systems

State Hiway Department
Salem, Oregon

DATE 10/4/67

YOUR ORDER No.

TERMS:

QUANTITY	DESCRIPTION	UNIT PRICE	TOTAL
	Concerning: Oosterwyk Nurseries Inc. 12420 Juanita Drive N. E. Kirkland, Washington Contract # 6730 Improvement on Cabin Creek Safety Rest Area		
8/24/66	We have not received payment on this balance .		1,102.43

RECEIVED
OCT 5 1967
OREGON
STATE HIGHWAY COMMISSION

X27

RECEIVED
SEP 28 1967
FORM S-30X—50M—7-66
FOR FILING

I-5 3(71) 145
6730

BP°23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

September 28, 1967

Salem, Oregon

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 6730

To: L. R. Chandler
Division Engineer
PO Box 1128
Roseburg, Oregon 97470

ATTENTION: John Quiner

Frank McKinney of our Legal Division advises that he had a conversation with an attorney from Cottage Grove this week concerning a disagreement between Oosterwyck Nurseries and Nelson Electrical Company, their sub-contractor for electrical work on this project. I understand a law suit brought by Nelson Electric seeking additional compensation from the prime contractor may come to trial. Mr. McKinney called our Resident Engineer Harris, and I believe alerted him to the possibility of the Court issuing an order allowing one of the sides of this case to take a deposition from some of our people, presumably Mr. Harris. I believe we have sent copies of all pertinent correspondence from Oosterwyck concerning claims against the Highway Department on this project to your office. I showed Mr. McKinney that Items 23 and 37 in Mr. Brain's May 5, 1967, claim letter are related to electrical work. If any of our people are instructed by the Court to give their depositions on this matter please let either Mr. McKinney or me know and we will try to arrange to have one of our attorneys present to safeguard the Highway Department's interest so far as the pending claims between Oosterwyck and the Highway Department are concerned.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond
Staff Assistant

JAB:ss

cc: F. B. Klaboe
I. D. Merchant
Legal Division - Attention F. McKinney

RECEIVED
SEP 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DEPT. OF HWYS
SEP 22 1967

I-5-3(71)145
6730

September 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project I-5-3(71)145, Cabin Creek
Rest Area, Douglas Electric Cooperative
Utility Adjustment

In your letter of August 28, you placed this situation in the category of the type that exists when we buy the improvements and the utility service connections are no longer needed and we do not pay for their removal.

This is a false assumption, as the facts of the situation are that we are the user or customer of the utility and it has placed service facilities into our rest area.

The service facilities were installed at no expense to the Highway Department. Shortly after they were installed, we asked that they be relocated in order to relocate the frontage road. If we were just an ordinary customer, they would require payment for a relocation after such a short time and, in this case, they are certainly entitled to be reimbursed for the relocation under consideration. A copy of the plans that show the relocation are attached. No service poles had to be relocated but a guy pole and line had to be moved to accommodate the new frontage road.

It appears to me that your refusal to participate is based on the wrong premises and perhaps, after reviewing the matter, participation can now be allowed. The situation where the utility serves the State Highway Department is in an entirely different category than where we take the improvements and leave the service connections.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
L. H. Young
Frank McKinney
T. W. Litchfield
Jack Sollis

JLS:ja srb

DEVELOPMENT PLAN
NORTH BOUND AREA

CABIN CREEK SAFETY REST AREA — PACIFIC HIGHWAY — DOUGLAS COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	I-5-3(7)145		See Index

0 50 100 200
SCALE IN FEET

Scale 1" = 50'

R.R.

Cabin Creek

A R E A

A.C. Walkways

90'

DISPOSAL

FIELD

Water Supply and Chlorination Bldg.

Septic Tank 4000 gal.

TOILET BLDG.

L A W N

Exist'g Frontage Road (to be removed)

Information Shelter

Existing Parking Area

Existing Trees (Do not Disturb)

Fence to be Removed

NORTH BOUND

SOUTH BOUND

1470

1470

WORK TO BE DONE:

Construct Toilet Building, Sewer Line, Septic Tank, and Disposal Field.
(See Drgs. No. 20862-20864 Incl., 19655)

Construct Information Shelter (Drgs. No. 21251, 21252)

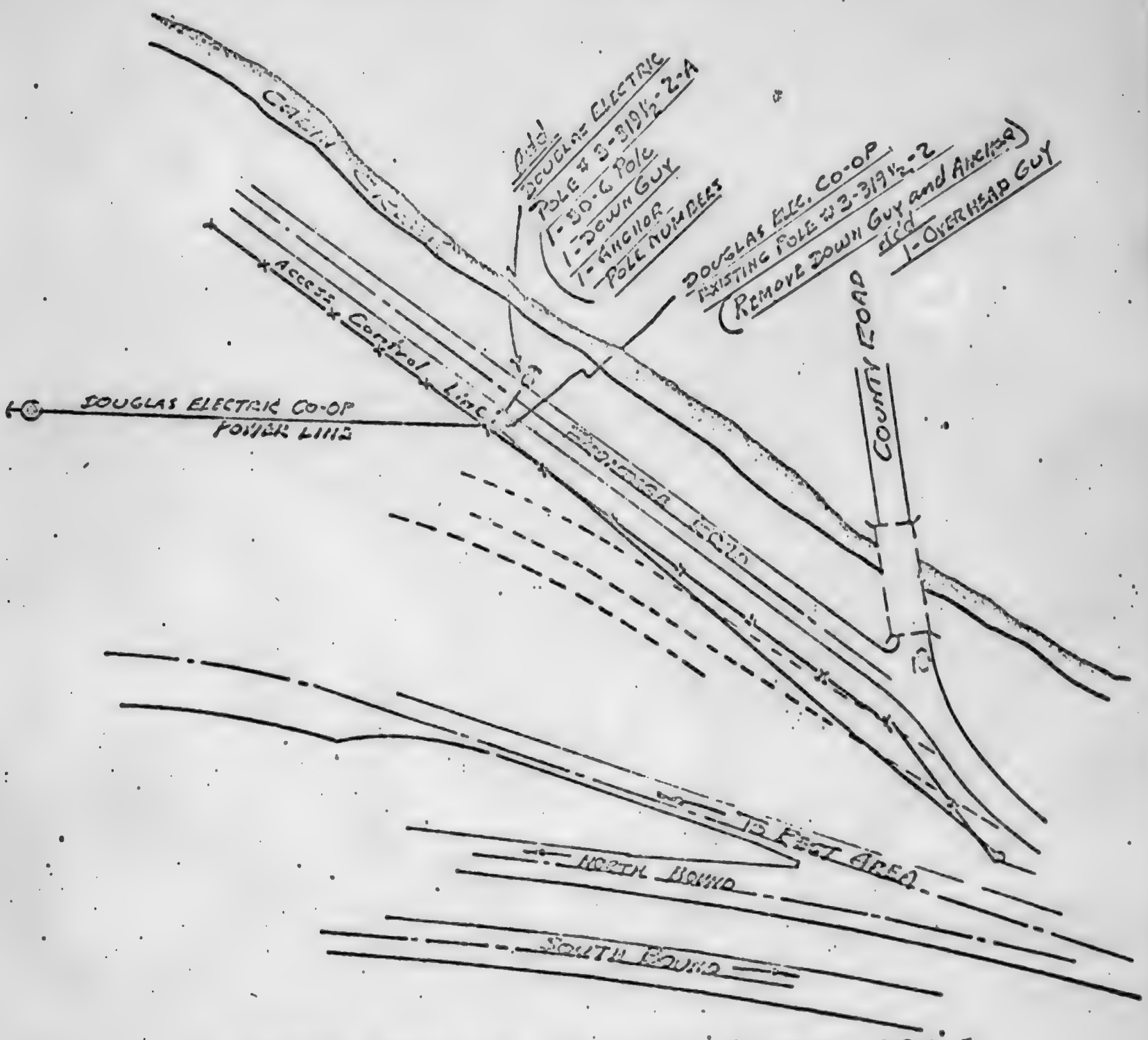
Install Refuse Receptacles, Water Hydrants, 8 ft. Permanent Picnic Tables, 5-ft. A.C. Walkways (Dr. L1001)

Plant Trees as Shown:

(A) 6 - Green Ash (Fraxinus pennsylvanica lanceolata) 8'-10' ht., branched, 1" min. cal.
(B) 18 - Scarlet Oak (Quercus coccinea) 8-10 ft. ht., branched, 1" min. caliber
(C) 13 - Red Maple (Acer rubrum) 8-10 ft. ht., branched, 1" min. cal.

Construct Lawn (1.9 Acres)

POWER LINE ADJUSTMENT
BY
DOUGLAS ELECTRIC CO-OP
ROSEBURG - OREGON



CABIN CREEK SAFETY REST AREA
PACIFIC HIGHWAY
DOUGLAS COUNTY

D.E.C. WORK ORDER NO. 4174

PROJECT NO. I-5-3(71)145

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 7, 1967

SUBJECT: Oregon Project I-5-3(71)145
Cabin Creek Rest Area
Douglas Electric Cooperative Utility
Adjustment

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

Building

This involves the relocation of some power poles in one of our rest areas due to a new design and change in the rest area.

It appears to me that the Bureau of Public Roads has missed the point in this case, inasmuch as this is a case where we asked the utility to locate in the rest area at a specific point for our convenience. With the later change of plans, which were approved by the Bureau, it was necessary for them to relocate.

This is an entirely different situation than when we buy the improvements and do not have to pay for the utility's service connection.

A legal opinion regarding service connections on a state-wide basis has no relation to this case as this was a service connection for our benefit, and I certainly feel that participation by the Bureau is completely justified.

In the fourth paragraph of the letter from the Bureau, they refer to our requiring utilities to remove service connections without compensation if we do not wish to continue to use the facility. That is not the case here and we are continuing to use the facility with the relocated service lines.

I would suggest that Mr. Litchfield and myself discuss this matter with you and approach the Bureau again for participation.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:ja
Attachment

cc: G. E. Rohde
Frank C. McKinney
T. W. Litchfield
L. H. Young

RECEIVED
SEP 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 28, 1967

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(71)145
Cabin Creek Rest Area
Douglas Electric Cooperative Utility Adjustment

RECEIVED
AUG 30 1967
LEGAL & RIGHT OF WAY

We regret that a response to Mr. Sollis' June 16, 1966 letter concerning reimbursement for the subject utility adjustment was inadvertently overlooked and not furnished earlier.

Our unduly delayed response, however, has provided time to develop additional reasons to supplement those enumerated in our November 8, 1965 and April 22, 1966 memorandums as to why we believe your obligation to reimburse the cooperative has not been clearly established.

Though Article IX, Section 3 of the Oregon Constitution may support Mr. Sollis' views that this type of expense is a legal expenditure of State highway funds as opposed to an unlawful diversion of these funds, it does not appear to establish the State's obligation to pay for the specific work in question.

The utility service connection involved occupies your right of way with your verbal consent in this instance even though, as we pointed out previously, in other comparable cases you have issued non-reimbursable permits. Furthermore, Mr. Sollis' May 31, 1967 inter-department correspondence indicates that you could have utilities remove service connections to improvements taken without compensation if you do not wish to continue to use the facility. Consequently, attempting to justify reimbursement on the basis of a combination of continued service to the rest area and the necessity to relocate only a short time after the initial non-reimbursable installation appears to be questionable.

Should you wish to submit a legal opinion regarding service connections, preferably on a Statewide basis, in support of your position after further research as to what the law in Oregon might be, we will submit such to the Office of General Counsel for a ruling. Otherwise we have no alternative except to continue to withold Federal-aid participation for such adjustment.

NOTED
F. D. KLABOE

Refd to Sollis, Lakefield
note: what is this about?
copy to Young 8-29-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1967

FOR FILING
I-5-3(71)145
6730

September 14, 1967

Lombard, Lombard & Williams
Attorneys at Law
Lombard Building
37 North Sixth Street
Cottage Grove, Oregon 97424

Gentlemen:

As requested in your letter of September 11, 1967, we are enclosing certified copies of Contract No. 6730 with Oosterwyk Nurseries, Inc., for improvement in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County and Contract No. 6735 with Oosterwyk Nurseries, Inc., for improvement in the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County.

Contract No. 6730 contains 138 pages and Contract No. 6735 contains 116 pages. There is a charge of 5 cents per sheet for copying these contracts.

Your remittance in the amount of $12.70 will be appreciated.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Enc

LOMBARD, LOMBARD & WILLIAMS
ATTORNEYS AT LAW
LOMBARD BLDG., 37 NORTH SIXTH STREET
COTTAGE GROVE, OREGON
97424

HERBERT W. LOMBARD, SR.
HERBERT W. LOMBARD, JR.
THOMAS R. WILLIAMS
GARY R. ACKLEY

PO BOX 725
942-2454

September 11, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon, 97310

Re: Contract No. 6730, Cabin Creek Safety Rest Area;
Contract No. 6735, Gettings Creek Safety Rest Area;
Oosterwyk Nurseries, Inc. - Nelson Electric Shop,
Claimant

Dear Sir:

Enclosed are two signed copies of Affidavit of Ray E. Nelson. Please send us certified copies of the Bonds and Contracts as soon as possible. We need them to use as evidence in a trial.

Please call us collect if you need anything more before sending the copies.

Yours very truly,

LOMBARD, LOMBARD & WILLIAMS

By Thomas R. Williams
Thomas R. Williams

TRW:mme
Enc. 2

Wanda
please prepare
76

RECEIVED
SEP 13 1967
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT

STATE OF OREGON)
) ss.
County of Lane)

I RAY E. NELSON, being duly sworn, say: I do business in Cottage Grove, Lane County, Oregon under the name "NELSON ELECTRIC SHOP". Under that name I supplied labor and materials to OOSTERWYK NURSERIES, INC., for the prosecution of the work provided in the following contracts:

Contract No. 6730 Cabin Creek Safety Rest Area,
Pacific Highway, Douglas County, Oregon.

Contract No. 6735 Gettings Creek Safety Rest Area,
Pacific Highway, Lane County, Oregon.

I make this affidavit in support of my request for certified copies of each of the contracts mentioned above and of each of the bonds furnished by OOSTERWYK NURSERIES, INC., in connection with the contracts.

Ray E. Nelson

Subscribed and sworn to before me this 12 day of September, 1967.

Thomas R. Williams
Notary Public for Oregon
My Commission Expires: 6-7-71

COMMISSIONERS
[illegible]
DAVID B. SIMPSON, 1967
Portland
FRED W. HILL, Member
RECEIVED
SEP 11 1967
FOR FILING

Claim File No 4222

FILED
SEP 6 1967
CLAY MYERS
SECRETARY OF STATE

I-5-3(71)145

67 3-0

RECEIVED
SEP 6 3 09 PM '67
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 5, 1967

Mr. Gordon G. Carlson
Attorney at Law
P. O. Box 357
Roseburg, Oregon 97470

Dear Mr. Carlson:

This is to acknowledge receipt of your Notice of Claim filed in behalf of John D. Patton, Sr., in the amount of $711.44 plus $36.54, totaling $747.98, against Oosterwyk Nurseries, Inc., on Contract No. 6730 in the Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.

The previous claim that you mentioned was filed with us on October 14, 1966, in the amount of $821.98 plus 10 yards of crushed rock. We are assuming that this later claim supersedes the older one.

The claim will be filed with the Secretary of State and we will notify the surety and the contractor that it has been received. When the claim has been satisfied, please let us know.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn

NOTE ON CARD
wlw

cc Oosterwyk Nurseries, Inc.
Aetna Casualty and Surety Company
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed letter.

NOTED
C. W. HEAD

RECEIVED
SEP 11 1967
OREGON
STATE HIGHWAY COMMISSION

GORDON G. CARLSON
ATTORNEY AT LAW
329 S. E. JACKSON STREET
ROSEBURG, OREGON 97470

Phone 672-4742

P. O. Box 357

September 1, 1967

State of Oregon
State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Cabin Creek Safety Rest Area
Embankment in Place and
Top soil quantities.
Contract No. 6730

Dear Sir:

I represent Mr. John D. Patton, Sr. and now enclose his claim against Oosterwyk Nurseries, Inc., pursuant to ORS 279.526 et seq.

Previous correspondence from your office indicates that a claim is already on file, but with the thought that the claim may not be legally sufficient, I would appreciate it if you would file the enclosed claim also. Thank you.

Very truly yours,

Gordon G. Carlson

GORDON G. CARLSON

GGC:pc
Enc: 1

RECEIVED
SEP - 5 1967
OREGON
STATE HIGHWAY COMMISSION

N O T I C E

To: OREGON STATE HIGHWAY COMMISSION:

Notice hereby is given that the undersigned, John D. Patton, Sr., has a claim for materials, namely top soil, furnished by the undersigned in the sum of $711.44 together with interest thereon at the rate of Six (6%) Percent per annum from September 21, 1966, and a further claim for culvert furnished by the undersigned in the sum of $36.54, all against the bond taken from Oosterwyk Nurseries, Inc. as principal and Aetna Casualty Company as surety for the work of installing an embankment at the Cabin Creek Safety Rest Area, Contract No. 6730.

Dated at Oakland, Oregon this 31st day of August, 1967.

x John D Patton Sr.
John D. Patton, Sr.

RECEIVED
SEP - 5 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 30 1967

UNITED STATES GOVERNMENT

Memorandum

I-5-3(71)145

TO : Mr. Forrest Cooper, State Highway Engineer
6730 Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 28, 1967

In reply refer to: 08-35-EC

SUBJECT: Oregon Project I-5-3(71)145
Cabin Creek Rest Area
Douglas Electric Cooperative Utility Adjustment

We regret that a response to Mr. Sollis' June 16, 1966 letter concerning reimbursement for the subject utility adjustment was inadvertently overlooked and not furnished earlier.

Our unduly delayed response, however, has provided time to develop additional reasons to supplement those enumerated in our November 8, 1965 and April 22, 1966 memorandums as to why we believe your obligation to reimburse the cooperative has not been clearly established.

Though Article IX, Section 3 of the Oregon Constitution may support Mr. Sollis' views that this type of expense is a legal expenditure of State highway funds as opposed to an unlawful diversion of these funds, it does not appear to establish the State's obligation to pay for the specific work in question.

The utility service connection involved occupies your right of way with your verbal consent in this instance even though, as we pointed out previously, in other comparable cases you have issued non-reimbursable permits. Furthermore, Mr. Sollis' May 31, 1967 inter-department correspondence indicates that you could have utilities remove service connections to improvements taken without compensation if you do not wish to continue to use the facility. Consequently, attempting to justify reimbursement on the basis of a combination of continued service to the rest area and the necessity to relocate only a short time after the initial non-reimbursable installation appears to be questionable.

Should you wish to submit a legal opinion regarding service connections, preferably on a Statewide basis, in support of your position after further research as to what the law in Oregon might be, we will submit such to the Office of General Counsel for a ruling. Otherwise we have no alternative except to continue to withold Federal-aid participation for such adjustment.

NOTED
F. D. KLAGGE

Refd to Sollis, Lilahfield
note: what is this about?
copy to Young 8-29-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 3 1967
FOR FILING

I-5-3(7)145
6730

August 3, 1967

The Aetna Casualty & Surety Company
1201 S. W. 12th
Portland, Oregon

Attention: Mr. W. W. Laughlin

Gentlemen:

In response to your telephone request earlier this week, we have assembled some information concerning contracts held by Oosterwyk Nurseries, Inc.

Attached is a tabulation showing amounts that we have retained on six contracts awarded to Oosterwyk Nurseries.

Also attached are photocopies of claims which have been filed with us against the contracts. The items which have been crossed out in this record of claims indicates that we have been advised that the claims have been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Fl:gc

Attachments

OOSTERWYK NURSERIES, INC.

Contract No.	Amount Retained as of Aug. 1, 1967
6730 - Cabin Creek Safety Rest Area	None
6735 - Gettings Creek Safety Rest Area	None
6746 - Bridal Veil-Cascade Locks-The Dalles	None
6819 - Cornelius Pass Road-Barnes Road Section	$7,232.93
6828 - Corvallis Section	$9,097.42
6840 - Santiam Safety Rest Area	None

RECEIVED
JUL 21 1967
FOR FILING

I C-3(71) 143

6730

July 20, 1967

Mr. Gordon G. Carlson
Attorney at Law
P. O. Box 357
Roseburg, Oregon 97470

Dear Mr. Carlson:

This is to acknowledge your letter of July 19 concerning a claim of Mr. and Mrs. John D. Patton against Oosterwyk Nurseries, Inc., on Contract No. 6730 for work in the Cabin Creek Safety Rest Area.

Mr. Patton's claim was filed with us showing the amount on October 14, 1966, and was recorded as filed in the Secretary of State's Office on October 24, 1966, under File No. 4222. The contract was completed September 1, 1966, and accepted by the Highway Commission on March 6, 1967. On March 8, 1967, the surety was notified that final payment would be made on or after March 15, 1967.

As the contract has been completed and accepted and final payment made, I am not aware of any negotiations with the contractor on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

GORDON G. CARLSON
ATTORNEY AT LAW
329 S. E. JACKSON STREET
ROSEBURG, OREGON 97470

Phone 672-4742

P. O. Box 357

July 19, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Claim of Mr. and Mrs. John D. Patton
Cabin Creek Safety Rest Area
Embankment in Place and
Top soil quantities

Dear Mr. Query:

I represent Mr. John D. Patton who wrote to you on February 20 concerning his claim against Oosterwyk Nurseries, Inc. on Contract No. 6730. Your reply to him dated February 21 stated that the Contract had been completed but had not yet been accepted by the Commission. You thought then that the Commission would accept the Contract "within the next three weeks".

Mr. Patton still has not been paid the sum of $747.98 which is owed to him. The attorney for Oosterwyk Nurseries informs me that his client has made a claim to the State for the full amount requested by Mr. Patton but that at this time the claim has been neither denied nor accepted. We do not agree that Mr. Patton's claim is contingent upon acceptance by the State of Oregon; but be that as it may, can you tell me whether or not the State is still negotiating with the nursery in regard to this claim or whether on the other hand it has been either allowed or denied? Thank you.

Very truly yours,

Gordon G. Carlson

GORDON G. CARLSON

GGC:hs
cc: Mr. John D. Patton

RECEIVED
JUL 20 1967
OREGON
STATE HIGHWAY COMMISSION

UU MAY 29 1967
FL
I C-E(71) 145
6 7 21

May 26, 1967

The Aetna Casualty & Surety Company
1201 S.W. Twelfth Avenue
Portland, Oregon 97205

Attention: Mr. W. H. Laughlin, Superintendent
Claim Department

Gentlemen:

Yesterday we received from your company six letters concerning the disposition of further payments on our Contract Nos. 6731, 6735, 6746, 6819, 6838, and 6840 awarded to Osterwyk Nurseries, Inc.

The letters appear to be identical and in the last paragraph the statement is made "that all further payments under this contract should be made only to The Aetna Casualty & Surety Company or with its written consent." These instructions were discussed by phone with Mr. Laughlin and Mr. Fields. I explained to them that we had three checks that we are now holding in compliance with your telephone instructions given to us on May 11. These checks, of course, are made payable to Osterwyk Nurseries, Inc. The question I asked was if the surety would demand that the checks payable on these contracts be assigned to the surety company, in which case the checks would have to be rewritten on the basis of a formal assignment, or if it would be agreeable to mail the check payable to Osterwyk Nurseries, Inc., in care of the surety. Mr. Fields advised me that the checks could be mailed as they are to the Casualty & Surety Division, 1201 S.W. Twelfth Avenue, Portland, Oregon 97205, Attention: Mr. W. H. Laughlin.

It is my understanding that we are now holding in our custody a warrant on Contract No. 6730 for $4,662.81, a

warrant on Contract No. 6819 for $38,572.35, and a warrant on Contract No. 6960 for $15,423.61. We are requesting our Accounting Division to forward these checks to you as you have requested.

Unless you instruct us otherwise, additional checks on these contracts will be forwarded to you in the same manner.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

FC:wln

cc Oosterwyk Nurseries, Inc.

Mr. Fields
The Aetna Casualty & Surety Company

bc Mr. Frank McKinney

Mr. C. H. Maison

Continuous Muscle Enc
Status of Contracts as of 5-25-67

Contract	Completed	Accepted	Final Payment Mailed	Amount 5-15-67 retained
6730	9-1-66	3-6-67		4662.81 ✓
6735	9-1-66	12-8-66	5-3-67	
6746	5-11-66	4-4-67	4-14-67	
6819	5-12-67	No		38,512.35
6828	No	No		
6840	12-31-66	No		15,423.61

Surety on 5-11 asked us to hold all payments. On 5-25 rec. letter from surety requesting all payments etc. made to them as with their written Consent.

Casualty & Surety Division
1201 S.W. Twelfth Avenue
Portland, Oregon 97205
222-9111

May 22, 1967

REGISTERED MAIL
State of Oregon
State Highway Department
Salem, Oregon 97310

Attn: Mr. Floyd Query, Secretary
Oregon State Highway Commission

Dear Mr. Query:

RE: OUR FILE: E 42 SC 67187 RG - STATE OF OREGON - OOSTERWYK NURSERIES INC. - CONTRACT NUMBER 6730

This refers to the contract entered into between the State of Oregon and Oosterwyk Nurseries Inc., for the construction of a rest area at Cabin Creek, in Douglas County and to the Bond 81 S 3666 BC, effective November 4, 1965 in the penal sum of $123,701.10, executed by The AEtna Casualty and Surety Company on behalf of Oosterwyk Nurseries Inc., conditioned for the faithful performance of that contract and for the payment of labor and material bills in connection therewith.

As a condition to our execution of this bond, Oosterwyk Nurseries Inc., executed in favor of The AEtna Casualty and Surety Company an Application for Contract Bond and Agreement of Indemnity, a photostatic copy of which is attached. We direct your attention to Paragraphs Three, Four and Five on page 3 of this Application and Agreement.

By reason of the failure of Oosterwyk Nurseries Inc., to pay labor and material bills incurred in connection with the performance of this contract, the assignment of contract funds to The AEtna Casualty and Surety Company as specified in the enclosed Bond Application is in full force and effect. In addition, we claim the unpaid contract funds by reason of our equitable rights, as surety.

RECEIVED
MAY 25 1967
OREGON
STATE HIGHWAY COMMISSION

Therefore, you are hereby notified that all further payments under this contract should be made only to The AEtna Casualty and Surety Company or with its written consent.

Very truly yours,

W. W. Laughlin

W. W. Laughlin, Superintendent
Claims Department

pts

S

The Ætna Casualty and Surety Company

Hartford, Connecticut

Branch Office or General Agency: Seattle, Washington

APPLICATION FOR CONTRACT BOND AND AGREEMENT OF INDEMNITY

Bond Number: 81 S 3666 BC

NOTE! { Copy of contract, specifications and drawings, and applicants financial statement must accompany this application and all questions answered fully.
The Company reserves the right to decline this application and to withhold reason for declination, as all information relative thereto is regarded as confidential.

1. Full name of applicant ~~XXXXX~~ Oosterwyk Nurseries, Inc. Age .....
(Give full name. If corporation, give exact corporate title.)
2. Business address 12420 Juanita Drive N. E., Kirkland, Washington
(Street, City and State)
3. Kind and amounts of bonds required: Proposal Bond $..... Faithful Performance Bond $ 123,701.10
Labor and Material Bond $..... Advance Payment Bond $..... Maintenance Bond $.....
4. If bond applied for is Proposal Bond what is approximate amount of contract $..... Date of Bid Opening ..... 19.....
5. The amount of contract is $ 123,701.10 Date of Award November 4, '65 Date of Contract 11-4-65
6. To whom is bond given State of Oregon Dept of Highways
(Give full name. If a corporation, give exact corporate title.)
Business address Salem, Oregon
7. Nature of contract Roadside Improvements - Cabin Creek Rest Area - Pacific Highway
(Give concise description and location.)
Contract No 6730
8. Name and address of Engineer or Architect in charge of work .....
9. Date work is to start ..... Completed by May 31, 1966 Penalty for non-completion .....
10. Are any payments made in bonds, mortgages, stocks, certificates, warrants, assessments, etc.? .....
11. Percentage retained from payments until completion .....
12. How long must work be kept in repair, or guaranteed, after completion? .....
Is this repair or maintenance guarantee limited to defects in workmanship and materials? .....
If not, describe guarantee fully .....
13. Applicant's estimate of cost (excluding profit) $..... Estimate of Engineer or Architect $.....

NAMES AND LOCATIONS OF BIDDERS	AMOUNT OF BASE BID
	$
APPLICANT	

(S-891-L)

14. Will applicant sub-let any parts of the w ..... Will sub-contractors be require furnish Corporate Surety Bond? .....

Give full particulars.

AMOUNT	CHARACTER OF WORK	NAME OF SUB-CONTRACTOR	ADDRESS	NAME OF SURETY

15. Name 3 largest contracts that you have completed similar to the one here considered, giving in each case,

CONTRACT PRICE	KIND OF CONSTRUCTION	NAME AND ADDRESS OF OWNER	NAME AND ADDRESS OF ENG. OR ARCH.

16. Give information below about all contracts you now have under way, including any other outstanding bids.

CONTRACT PRICE	PERCENTAGE COMPLETED	KIND OF CONSTRUCTION	SURETY	LOCATION OF WORK	NAME AND ADDRESS OF ENG. OR ARCH.

17. Will any new or additional plant be purchased? ..... Give estimated cost. $..... Use separate sheet if necessary.

18. In what other business, if any, are you interested? .....

19. Has application for this bond been made to another company? ..... If so, what company? .....

20. Have you ever failed in business? ..... Are you having any controversy with anyone over any contract, or payment for labor or material bills on any contract? ..... Are there any mechanic's liens filed on any of your work anywhere? ..... Are there any judgments against you? ..... Total amount? $.....

21. On the work for which this bond is written, will you carry the following insurance? Employers Liability ..... Compensation Insurance ..... Public Liability ..... Contingent Liability ..... Auto ..... Fire .....

Other forms .....

22. What Life Insurance do you carry? .....
(Amount, name of company)

23. To whom payable? .....

24. **If a co-partnership, answer these questions:** Date formed .....

Names of all individuals composing same.

NAME	ADDRESS	AGE

IMPORTANT—Separate financial statement must be completed and signed by each member, showing his individual assets and liabilities, exclusive of his interest in the firm's business.

25. Has any member of the firm ever failed in business? .....

26. **If a corporation, answer these questions:**
In what State incorporated? ..... When incorporated? ..... Principal office .....

27. References: Give only Engineers or Architects, or Owners, for whom you have done work.

NAME	ADDRESS

The undersigned hereby affirm, that the foregoing declarations made and answers given, are the truth, without reservation, and are made for the purpose of inducing THE ÆTNA CASUALTY AND SURETY COMPANY, of Hartford, Conn., to become or to procure surety and co-surety, if necessary, on whatever bonds may be required in connection with the project hereinbefore mentioned, all of which bonds are hereby applied for and all of which will be referred to in the singular as "bond", and they hereby appoint said THE ÆTNA CASUALTY AND SURETY COMPANY agent for the procurement of such surety and co-surety.

The undersigned, hereinafter called the indemnitor(s), in consideration of said THE ÆTNA CASUALTY AND SURETY COMPANY, or any Company or Companies which it may procure in substitution or as co-surety jointly with it (all hereinafter called the Company), executing or consenting to execute such bond or bonds as are herein applied for, it being understood that this application shall be deemed to cover all bonds or other obligations finally executed by the Company in connection with the contract hereinabove described, hereby covenant and agree with the Company, its successors and assigns, as follows:

First: The Indemnitor(s) will pay the Company in advance a premium charge based on the rates of the Company in force as of the effective date of this bond and will thereafter pay any renewal premiums which may become due until the Surety shall, in the manner provided by law, be discharged and released from any and all liability and responsibility upon said bond and all matters arising therefrom and competent written legal evidence of such discharge or release satisfactory to the Company is served thereon at its Home Office in the City of Hartford, Connecticut.

Should the amount of the contract herein stipulated, and upon which premiums are based, be increased or decreased, it is understood and agreed that the premium will be adjusted accordingly, calculated at the rate upon which the premium hereinabove stipulated is calculated.

Maintenance or Guarantee.

If any maintenance or guarantee of the work, after completion, is provided for in the contract, for a term exceeding one year, for which either the contract bond or any separate bond which may be executed is liable, the indemnitor(s) agree to pay the Company in advance for the entire term of said maintenance guarantee a premium, calculated at the rate of $..... per $1,000, computed on the entire amount of the contract price. The contract premium, if there be no maintenance or guarantee, will be paid, as above, until the Company shall be discharged or released from any and all liability and responsibility upon said bond, and all matters arising therefrom, and competent written legal evidence of such discharge or release, satisfactory to the Company, is served thereon at its Home Office in the City of Hartford, Conn. Where the contract bond covers any maintenance or guarantee of the work, the contract premium will be paid, as above, only until the indemnitor(s) furnish the Company with like evidence of the completion of the contract, which will be the commencement date of maintenance and maintenance premium.

Second: The indemnitor(s) will at all times indemnify and keep indemnified the Company, and hold and save it harmless from and against any and all damages, loss, costs, charges and expenses of whatsoever kind or nature, including counsel and attorney fees, whether incurred under retainer or salary or otherwise, which it shall or may at any time sustain or incur by reason or in consequence of its suretyship or procurement of suretyship in connection with all bonds or similar obligations referred to hereinbefore, or which it may sustain or incur in connection with any litigation, investigation, collection of premiums, or other matter connected with such suretyship, including any suit instituted to enforce the obligations of this agreement of indemnity; and the indemnitor(s) will pay over to the Company, its successors and assigns, all sums of money which it or its representative shall pay or cause to be paid, or become liable to pay on account of such suretyship, and on account of any damages, costs, charges, and expenses of whatsoever kind or nature in connection therewith as aforesaid, such payment to be made to the Company as soon as it shall have become liable therefor, whether it shall have paid out such sum or any part thereof or not, and said Company is hereby authorized to prove such expenses, costs and attorney fees, in any action or proceeding and to include the same in any judgment.

The indemnitor(s) further agree that in the event of their failure to pay any premium charge when due, said premium shall forthwith be payable out of any fund then due or thereafter to become due from the obligee on account of the above mentioned contract covered by the bond, and upon the delivery to the obligee of a copy of this agreement with a notice of the non-payment of said premium, the obligee is authorized and directed to apply the fund as it accrues or so much thereof as may be necessary in payment of said premium and interest, costs, charges, expenses and attorney's fees pursuant to this agreement.

Third: That for the better protection of the said company, and as of the date hereof, the undersigned indemnitor(s) who are named as principal(s) in said bond do hereby assign, transfer and convey to the said Company all rights, title and interest in and to all the tools, plant, equipment and materials of every nature and description that the said principal(s) may now or hereafter have upon said work, or in or about the site thereof, or used in connection with the work and located elsewhere, including as well materials purchased for or chargeable to said contract, which might be in process of construction or storage elsewhere, or in transportation to said site, hereby assigning and conveying also all rights in and to all sub-contracts, which have been, or may hereafter be entered into, and the materials embraced therein, and the said principal(s) authorize and empower said company, its authorized agents or attorneys, to enter upon and take possession of such tools, plant, equipment, materials and sub-contracts, and enforce, use and enjoy such possession, upon the following conditions, viz.: This assignment shall be in full force and effect as of the date hereof: (1) Should the said principal(s) fail to pay any premium charge when due, or should they fail or be unable to complete, in accordance with its terms, any contract covered by a bond of this Company, or in the event the said principal(s) abandon the work under, or fail to comply with the terms or conditions of, any such contract. (2) If the said principal, being an individual, dies, absconds, is a fugitive from justice or is convicted of a felony. (3) If the principal(s) fail to pay bills incurred on the work, when they become due and payable, whether the company may be liable for such bills or not. (4) If any proceedings are brought against the principal(s) alleging that they are insolvent, or if any receiver or trustee for the benefit of creditors is appointed, whether such principal(s) are insolvent or not. (5) If any proceedings are brought which deprive the principal(s) of the use of any part of the equipment used in connection with the work under their contract so as to hinder, delay or impede the normal and satisfactory progress of the work.

Fourth: That the said company, as surety on said bond, as of this date, shall be subrogated to all rights, privileges and properties of the principal(s) in said contract, and said principal(s) do hereby assign, transfer and convey to said company all the deferred payments and retained percentages arising out of this contract, and any and all monies and properties that may be due and payable to said principal(s) at the time of the happening of any of the occurrences mentioned in clauses one, two, three, four and five of the next preceding paragraph, or that may thereafter become due and payable to said principal(s) on account of this contract or on account of extra work or materials supplied in connection therewith, hereby agreeing that all such monies and the proceeds of such payments and properties shall be the sole property of the said company, and to be by it credited upon any loss, damage, charge and expense sustained or incurred by it as above set forth under any bond of suretyship it has executed for the undersigned principal(s).

Fifth: Any security taken by the company, in connection with said bond, including the assignment of monies coming due from the contract, and the assignment of equipment and materials used on or in connection with such contract, may be held by the company, as a protection against any bond heretofore or hereafter executed by the company on behalf of the undersigned principal(s), and the company may sell or realize upon the said collateral at its discretion, at public or private sale, and with or without notice to the indemnitor(s) of the time or place of such sale, for the purpose of protecting itself against any claim, demand or loss under the said bond, or any other bond so outstanding, and, after indemnifying itself fully for any loss incurred on any bond issued at the request of the said principal(s), any balance, after such reimbursement, shall be paid to said principal(s), after all liability of the company has ceased to exist under said bond or bonds.

Sixth: That upon the making of any demand, or the giving of any notice, or the institution of any action or proceeding upon any claim, or preliminary to determining or fixing any liability which the surety may be called upon to discharge, by reason of such suretyship, the indemnitor(s) will immediately notify the surety thereof, in writing, at its Home Office in the City of Hartford, Conn.

Seventh: That it shall not be necessary for the company to give the indemnitor(s) notice of any act, fact or information, coming to the notice or knowledge of the company, concerning or affecting its rights or liability under said suretyship, or the rights or liability of the indemnitor(s) hereunder, notice of all such being hereby expressly waived.

Eighth: The indemnitor(s) agree to accept vouchers or affidavits of any loss paid by the Company under the bond herein applied for together with vouchers or affidavits of payment of all costs whatever, incurred by the Company in adjusting such loss, or in completing said contract, as conclusive evidence against the indemnitor(s) of the fact and extent of the indemnitor's liability, under said application, to the Company.

Ninth: That the company shall have the exclusive right for itself, and for the indemnitor(s), to decide and determine whether any claim, demand, liability, suit, action, order, judgment or adjudication, made or brought against the company and/or principal on said bond, jointly or severally, shall or shall not be defended, tried or appealed, and its decision shall be final, conclusive and binding upon the indemnitor(s), and any order, judgment or adjudication made, entered or affirmed as a result thereof, or any loss, cost, charge, expense or liability thereby incurred, sustained or paid, shall be borne by the indemnitor(s) and the indemnitor(s) especially consent thereto.

Tenth: That in event any claim is filed with the company on the bond herein applied for, or any suit is brought against the company on said bond or in connection therewith, the indemnitor(s) hereby covenant and agree to immediately on demand deposit with the company in current funds an amount sufficient to indemnify it up to the full amount claimed or sued for.

Eleventh: That no act or omission of the company in modifying, amending, limiting or extending any instrument executed by the company and no assent or refusal to assent by the company to any modifications, amendments, limitations or extensions of the original contract or any supplemental or other agreements whatever, shall in any wise affect the liability of the indemnitor(s) hereunder, nor shall the indemnitor(s) be released from this obligation by reason thereof; and it is further agreed that the company may alter, change, modify, amend, limit or extend any instrument and may execute renewals thereof, or other and new obligations in its place or in lieu thereof, or may assent to such alterations, changes, modifications, amendments, limitations or extensions of any instrument without notice to the indemnitor(s), notice being expressly waived, and in such case the indemnitor(s) shall be liable to the company as fully and to the same extent on account of any such changed, modified, limited or extended instrument or such renewals thereof, or other or new obligations in its place or in lieu thereof, as fully as if such instrument were described at length herein.

Twelfth: That these covenants shall be binding not only upon the indemnitor(s), jointly and severally, but as well upon their respective heirs, executors, administrators, successors and assigns, and the indemnitor(s) hereby affirm that their liability under this instrument is not dependent upon the procurement of any other signatures to same.

Thirteenth: The words indemnitor(s), applicant(s), and principal(s), or personal pronouns used to refer to said words, shall apply regardless of number or gender.

Fourteenth: If application is for proposal or bid bond and if the applicant is awarded the contract the applicant shall not be obligated to secure his "contract" bond from the Company nor shall the Company be obligated to sign such bond.

WITNESS the following signature(s) and seal(s) this 4th day of November 19 65 homestead and all other exemptions being hereby expressly waived.

Witness _____

_____ Applicant (Seal)
Individual

Witness _____

_____ Applicant (Seal)
Partnership

By: _____

Oosterwyk Nurseries, Inc.

_____ Applicant (Seal)
Corporation

Attest: _____ Secretary

By: _____ President

NOTE: The signature of the applicant(s) who are principal(s) in said bond, and each indemnitor who is not an applicant, must be witnessed. Where a co-partnership signs as indemnitor and not as applicant, firm name must be signed and also the signature of each member of the firm.

In consideration of The Ætna Casualty and Surety Company executing the bond hereinabove applied for, we jointly and severally join in the foregoing indemnity agreement.

If indemnitors are individuals sign here:

INDEMNITORS:

Witnesses:

_____ Witness as to _____ (Seal)

_____ Witness as to _____ (Seal)

_____ Witness as to _____ (Seal)

If indemnitor a partnership or corporation sign here:

_____ (Seal)
Partnership or Corporation

Witness _____ By: _____ (Seal)

Witness _____ _____ (Seal)

Witness _____ _____ (Seal)

Witness _____ _____ (Seal)

RECEIVED
MAY 12 1967

I 5 3(71) 145
67 2n

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1967

SUBJECT: Oosterwyk Nurseries, Inc.

To: Memo to File

On May 11 Mr. P. L. Traglio representing Aetna Casualty and Surety Company, who furnished performance bonds with all of Oosterwyk's contracts, requested that any and all funds that we have still payable on Oosterwyk's contracts be held pending further advice from the surety.

He stated that the home office may ask for assignments on any further payments.

Floyd Query

Floyd Query, Secretary

FQ:fkn

cc C.H. Maison - Please hold any further payments until
G.E. Rohde we hear more from the surety.

Title on Contract 6730

NOTED ON CARD

RECEIVED
MAY 16 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7-5-3(71) 145
672.

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 11, 1967

Mr. G. Robert Brain
Attorney at Law
902 Norton Building
Seattle, Washington 98104

Re: Cabin Creek Rest Area
Contract No. 6730
Contract Claims

Dear Mr. Brain:

This will acknowledge your May 5, 1967 letter returning the signed final voucher and giving notice of certain claims. The voucher has been given to our Accounting Division for further processing. Copies of your letter are being referred to our Roseburg Division Office for their attention with respect to the claim matters. They may contact you further for more detailed information to substantiate the amounts claimed.

We must have specific locations, dimensions, dates, and cost components, and timely notice as required under Section 9-6 of the Standard Specifications to enable us to make a proper evaluation.

NOTED
F. B. KLABOE

By requesting further information on these claims, we are not waiving a defense based upon failure to give the written notice required by Section 9-6 of the Standard Specifications, or any other defense which might otherwise be available.

Very truly yours,

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: ~~F.B. Klaboe~~
I.D. Merchant
L.R. Chandler
Mark Astrup

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 20, 1967

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway
Contract 6730
Douglas County

To: Mr. Ivan Merchant
Bridge Engineer
S A L E M

Attention R. W. Ellison

As you requested, I am enclosing herewith a report from Howard R. Harris, Resident Bridge Engineer, regarding the overrun in engineering for the subject project. As you will note in this report, approximately 50% of the engineering money was used by the landscape division and the geologist from Salem in additional work beyond anything that was anticipated. The biggest portion of this came from the problem in locating a satisfactory water source for the rest area. The additional overrun was primarily caused from watching the contractor, Oosterwyk Nurseries, Inc., who had a questionable reputation when he started to work in Oregon.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

NOTED
TOM EDWARDS

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 21 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM E-30 BOM 10-65 SP*23401-734

MAR 16 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
March 15, 1967

SUBJECT: Cabin Creek Safety Rest Area
Pacific Highway
Contract No. 6730
Engineering Overrun

To:
L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention: John Quiner II

In regard to engineering overrun on the above project, the contract was awarded November 4, 1965 with a completion date of May 31, 1966, and the project was completed September 1, 1966. Figuring on a calemdar day basis the project time overran 47.2 per cent. Contract items overran 6.2 per cent. Contingencies overran 184.6 per cent. The major reason for this overrun was in attempting to locate water to operate the facilities.

The Landscape Division charged $1,315.30 ⁄21% for a total of 1,591.51 and the Geologist out of Salem charged $2,773.50 ⁄21% for a total of $3,355.93 to this project for a total for both of $4,947.44 which is 49.8% of original engineering authorization.

When this contract was awarded it was brought to our attention that the contractor, Oosterwyk Nurseries, Inc., had a questionable reputation from his operations in the State of Washington and it was felt advisable to have at least one or two men on this project at all times. Due to contractor's operations and schedule, an ad itional 1,111.72 was spent on exchange time.

The two major factors causing the engineering overrun are that due to the contractor's method of operation, more inspection was required than normally anticipated on this type of project. Cow Creek Saftey Rest Area which was comparable project overran the authorized engineering by 18.7%. The second major item was attempting to locate and develop a water source to operate the facilities. To date this still has not been accomplished.

In the request for additional authorization on this project it was estimated an additional 7,000.00 of engineering would be required bring the total authorization to 16,936.08, making a total overrun of 20.3 per cent for engineering.

Howard R. Harris

Resident Bridge Engineer

HRH/ak

RECEIVED
MAR 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 - 1967
FOR FILING

I-5-3(71) 145

67 1/0

March 8, 1967

Aetna Casualty & Surety Company
1201 S. W. 12th Avenue
Portland, Oregon 97205

Attn: Mr. M. R. Fields

Gentlemen:

As a follow up to our phone conversation of Monday, we have prepared a summary of claims which have been filed against Contract Nos. 6730, 6735, 6828, and 6840, awarded to Oosterwyk Nurseries, Inc. These are the claims which have been filed with us up to March 7, 1967.

We have also prepared a summary sheet showing the status of contracts awarded to Oosterwyk, as to completion, acceptance, retainage, etc. A copy of this summary is attached.

If you have further questions concerning these contracts, do not hesitate to call us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:mln

Attachments

cc Mr. F. D. Morgan
Attn: Mr. John Bond
Mr. R. D. Asburry
Mr. L. H. Young
Attn: Mr. Vince Gallagher
Mr. F. B. Klaboe

Status of Contracts Awarded to Oosterwyk Nurseries, Inc.
Bonded by Aetna Casualty & Surety Co.

March 7, 1967

Contract No.		
6730	Cabin Creek Rest Area - Completed 9-1-66 - Accepted 3-6-67 Final Voucher sent to Contractor 3-2-67 for.....	$4,662.81
6735	Gettings Creek Rest Area - Completed 9-1-66 - Accepted 12-8-66 Final Voucher sent to Contractor 12-6-66 for.....	$1,071.83
6746	Screen planting Columbia River Highway - Completed 5-11-66 - Not yet accepted pending Bureau of Public Roads acceptance Final Voucher sent to Contractor on 1-12-67 for.....	$1,000.26
6819	Cornelius Pass-Barnes Road, 3.5% Complete Amount retained as of 3-7-67.....	$ 398.90
6828	Corvallis section, 75% Complete Amount retained as of 3-7-67.....	$7,845.29
6840	Santiam Rest Area, Completed 12-31-66 - Not yet accepted. Contractor has not signed six items including Price agreement #11, Certif. of materials, and letter certifying payrolls. Amount retained as of 3-7-67.....	$14,980.29

CLAIMS FILED WITH HIGHWAY DEPARTMENT AGAINST OOSTERWYK NURSERIES, INC.,
UNPAID AS FAR AS WE KNOW. 3-7-67

CONTRACT 6730
Cabin Creek Rest Area

5-24-66	Cecil Saxon, Jr.		$3,640.00
6-3-66	Cecil Saxon, Jr. (also involves Contract 6735)		1,203.00
7-21-66	Casey Jones Well Drilling Co.		3,602.43
10-14-66	John D. Patton		821.98
9-19-66	Nelson Electric Shop (also involves Contract 6735)		1,806.10
10-13-66	Nelson Electric Shop (also involves Contract 6735)		1,805.10
12-14-66	Cecil Saxon, Jr. - Payment Received (also involves Contract 6735)	$4,069.80	

CONTRACT 6735
Gettings Creek Safety Rest Area

5-24-66	Cecil Saxon, Jr.		3,640.00
6-3-66	Cecil Saxon, Jr. (involves Contract 6730)		1,203.00
6-21-66	Bob's Decorator Center		198.11
7-8-66	Bob's Decorator Center - Payment Received	189.71	
9-19-66	Nelson Electric Shop (involves Contract 6730)		1,806.10
10-13-66	Nelson Electric Shop (involves Contract 6730)		1,805.10
12-14-66	Cecil Saxon, Jr. - Payment Received (involves Contract 6730)	4,069.80	

CONTRACT 6828
Corvallis Roadside Improvement

11-25-66	M.O. Salmon	$ 13,086.00

CONTRACT 6840
Santiam Safety Rest Area

10-1-66	Wilbert J. Collette Painters Company	1,450.00
11-9-66	Salem Black Top Paving Co., Inc.	29,098.62
11-25-66	M.O. Salmon	2,836.24
11-25-66	Albany Rock Products	11,104.86
12-16-66	Floyd Grahm Constr. Co.	8,251.63
1-5-67	Frank Niemeyer	484.87
1-6-67	Roy Peterson Plumbing & Heating Company	2,799.85
1-25-67	Albany Concrete Products, Inc.	5,246.95

RECEIVED
MAR 10 1967
FOR FILING

6830
6125
6146
6119
6824
6810

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
C. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

March 6, 1967

ROUTING
Morgan
Bond
Barnes
Walker
Olson
Swan
Peebler
Akenstock
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 1967
CONSTRUCTION
DIVISION

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Bond, Staff Assistant

Re: Oosterwyk Nurseries

Gentlemen:

The situation regarding Oosterwyk Nurseries and the State of Oregon and the jobs that we have handled for them is beginning to become rather out of control. We had sub-contractors who are rightfully demanding the payment of the amounts we owe them. These cannot be paid because the State of Oregon is not making payments on these jobs and the reason the State is notmaking payments on these jobs are small matters that we have written back and forth about for the last month and a half.

If you will recall from my correspondence, I wanted to have conferences in Oregon and get these things cleared up. It is beginning to reach a point where suits are starting against the bonding company which have to be defended, the expenses of which are mounting up, and we are still in the position where nothing, absolutely nothing, is getting cleared up.

I again request that we set up necessary conferences on the jobs and get these matters over with. We must close them sometime. Some of them are over nine months since the work was completed and we still haven't received any money from the State.

I know that the Bureau of Public Roads has been probably stalling the State of Oregon because of the lack of funds available for highway projects and the State of Oregon has had to do the same thing on its contracts, but the situation

TED
QUERY

cc: Douglas
Jerry Ahlin

NOTED
C. W. HEAD

has becom completely out of hand. We are not in a positi on to begin legal action against the State of Oregon. The time involved in itself would not justify the fact, together with theexpense, because I truly believe the problems are ones which could be cleared with a few minutes work between the parties.

Would you please review my correspondence and see if we can arrange to get some of these matters cleared up immediately.

Very truly yours,

C. ROBERT BRAIN

CRB:sm

RECEIVED

RECEIVED
MAR 8 - 1967

I-5-3(71)145
6.13

March 8, 1967

The Aetna Casualty and Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6730 awarded to Oosterwyk Nurseries, Inc., for improvement of the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on September 1, 1966, and accepted by the Highway Commission on March 6, 1967.

Final payment in the amount of $4,662.51 will be released to the contractor after March 15, 1967. The total contract amount is $146,076.13 and no work was performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Oosterwyk Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

Mr. Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon
B.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 7 - 1967
FOR FILES

I-5-3(71) 145

6730

March 6, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed September 1, 1966, on Contract No. 6730. The contract was with Oosterwyk Nurseries, Inc. and was for improvement work for the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 6, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler
srb fn

RECEIVED
FEB 23 1967

FOR FILING
I-5-3(71) 145

6730

February 21, 1967

Mr. John D. Patton
Route 1, Box 14
Oakland, Oregon

Dear Mr. Patton:

This morning, we received your letter of February 20 concerning your claim against Oosterwyk Nurseries, Inc., on Contract No. 6730. This contract was completed September 1, 1966, but has not yet been accepted by the Commission.

At this time, we are withholding approximately $4,400 pending acceptance by the Commission, which is anticipated within the next three weeks.

I would suggest that you keep in close touch with the surety concerning your claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ge

Route 1 Box 14
Oakland, Ore. 97462.
February 20, 1967.

Mr. Floyd Query
Ore. ~~Stat~~ Hwy. Comm
Salem Oregon 97310

Dear Mr. Query:-

Your letter of Oct. 21st 1966 to us states to let you know when Oosterwyk Nurseries (contract No. 6730) had paid the balance to us. To date we havn't recd it, can't even hear from him.

Aetna sent us a copy of last letter they wrote him dated Jan. 25th. they had called him & he wasn't home & they left word for him to call them. no word. & that we had written Aetna many times that this bill had gone unpaid. They wanted to be advised by phone, when are you going to contact Patton's by letter or phone or if you are not going to contact him at all."

The contract reads 20¢ a yard. We counted loads as they came out our drive-way, 1 1725 cu. yds. (embankment & top soil, 3 didnt keep them segregated.)

Then letter from Howard K. Harris, Resident bridge engineer of Roseburg, wrote us: Sept. 29-66.

"The final pay quantities for embankment in place & top soil on Cabin Creek Safety Rest Area

are:

Embankment in place 10,539.2 cu. yds
top soil 518. cu. yds

I realize this embankment in place figure is lower than you have. However this is because it has been compacted in place. While the top soil is paid for by truck measure. If Oosterwyk does not fullfill this contract with you, please let us know, in writing.

Yours Truly
Howard R Harris."

We were ~~to~~ down to see him last Wed. but his papers have all been sent in.
Oosterwyk was here in June. Made promises to fix our drive way as contract reads & did that he hadn't got his settlement yet. We havn't heard from him since. We had to fix our own driveway.
We rec'd. $ 1000.= from him Feb. 25, 1966 & $ 500.- ~~June~~ April 5, 1966. & that all.

Sincerely,
Mr & Mrs John D. Patton.

RECEIVED
FEB 9 - 1967
FOR FILING
1-1-1(71) 145
6730

February 8, 1967

Mr. G. Robert Brain
Merges, Brain & Hilyer
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Reference is made to your letter of January 25 concerning several projects under contract to the Oosterwyk Nurseries, Inc.

I understand that Mr. John Bond of our Department has contacted you and has explained the difficulties encountered with each of the contracts. I trust that the information he has provided you with will serve your purposes for now.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

[redacted]

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 4777
F. D. Morgan (Att: John Bond)

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1967

SUBJECT: Oosterwyck Nurseries Contracts

To: MEMO TO THE FILES

At Mr. Klaboe's request, the contents of Mr. G. Robert Brain's January 25 letter to Mr. Cooper were discussed with Mr. Brain by telephone February 1. The current status of the records and payments on six projects were discussed as follows:

Contract No. 6730: Cabin Creek Rest Area (Bridge Division)

I advised Mr. Brain that the contractor's PR-47 form was just received January 30. I had previously learned that the Resident Engineer was holding the semifinal data, waiting for the return of some late price agreements which had been submitted to the contractor for the second time after the first ones were apparently lost. Mr. Brain advised that all but one of these had just been returned to the Resident, and he had written to him about one that was still in question. The division office has requested the Resident to submit the field data promptly for checking without any further delay.

Contract No. 6735: Gettings Creek Rest Area

I advised that the final voucher was mailed to the contractor December 6, 1966 and has not been returned. Mr. Brain seemed completely surprised by this, and said he would look for it immediately.

Contract No. 6746: Bridal Veil-Cascade Locks-The Dalles

The final voucher was mailed to the contractor January 12, 1967 and has not been returned. Mr. Brain was also going to look for this one. (Office Engineering is also waiting for Bureau of Public Roads acceptance, which was requested January 10. Actual final payment cannot be made until this is received.)

Contract No. 6840: Santiam Rest Area

This project was just completed December 31. Field data has not yet been submitted, but Mr. Brain seemed to understand that some additional time for this is still justified. His main concern on this project was the liquidated damages in the amount of $2,300 for late completion. I advised Mr. Brain that we had the time request in the office and had just started working on it, but that it would appear that we would recommend some time extension. I explained that this would have to go to the Bureau of Public Roads for their approval. The PR-47 has not yet been submitted on this project either.

In addition to the above completed projects, the two current ones on which this firm is contracted were also discussed:

Contract No. 6819: Cornelius Pass-Barnes Road

Mr. Brain's main concern was whether liquidated damages for time would continue to be deducted during the current ordered stop work period. I advised that they would not be after January 6, the effective date of the stop work order, until Resume Work is ordered.

Contract No. 6828: Corvallis Section

The two items of concern were the liquidated damages and the shrub container problem. Damages are still continuing to accrue because the contractor has not removed the containers from the shrubs which were planted. Mr. Brain had just recently written a 4-page letter on this subject, which is being forwarded to Mr. Astrup for further advice as to our position in this argument. Mr. Brain indicated that the contractor would be agreeable to removing the containers, under protest, as soon as the slopes and planting areas were dry enough to do this; but as he states in the above-mentioned letter, they believe the plants are already getting established and that more harm than good would be done now in lifting the plants to remove the containers. This is basically a horticultural practice problem for which we must rely on Mr. Astrup for expert advice.

At this point, Mr. Brain agreed that the conference he suggested would be premature at this time and would serve no purpose as far as several of the projects are concerned.

John A. Bond
Staff Assistant

JAB:sg
cc: F.B. Klaboe

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

REFERRED TO
K. Lahee
FOR DEPUTY STATE

-4777
JAN 27 67

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

January 25, 1967

State of Oregon
Department of Highways
Salem, Oregon 97310

Attention: Mr. Forrest Cooper
Director of Highways

Gentlemen:

At the present time, Oosterwyk Nurseries, Inc. has completed four projects with the Oregon State Highway Department and two more are in the process of being completed as weather conditions permit.

As to the projects that have been completed, these have been finalized as far as the work is concerned from one to six months ago, but final settlement between the contractor and the State of Oregon has not been completed.

At the present time, the contractor has tied up a considerable amount of working capital in these projects which is causing extreme hardship to the contractor and has caused him to lose a considerable amount of money in interest.

In addition to this, some of the creditors and subcontractors are in the same position of being caused extreme hardship due to the fact the monies are not available to make payment to them.

In many instances, it is impossible for us to pay any subcontractors until the final estimate is arrived at because under the contracts as I interpret them, if we pay the amounts submitted by the subcontractor and the State of Oregon accepts a lesser amount, it leaves us without a remedy to recover the monies paid.

We feel that it is becoming necessary on our behalf and on behalf of subcontractors that the problem of closing these

RECEIVED
JAN 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

be dispensed with as soon as possible.

We would like to suggest a system we have used in the State of Washington and which we feel would satisfactorily work and that is a meeting be set at the Oregon State Highway Department in Salem, Oregon at a mutually satisfactory time. At that meeting should be the necessary representatives of the projects now finished or under construction and we submit that included in that list should be the following persons:

Mr. Howard Harris, Resident Engineer, Cabin Creek Project

Mr. Harley Mayfield, Resident Engineer, Gettings Creek

Mr. George Wirrick, Resident Engineer, Santiam Project

Mr. L. L. MacIntyre, Resident Engineer, Corvallis Project

Mr. Roy Pyle, Resident Engineer, The Dallas & Cornelles Pass Project

and such other members of your Department as are necessary to make a final determination.

We suggest that all problems involved in all of these projects be thoroughly discussed and disposed of.

Would you please call my office and arrange a date satisfactory to all concerned. Oosterwyk Nurseries will bring with them all information and all data that could possibly help in furthering this matter.

I think you see that this is an urgent matter. We feel extremely responsible to our subcontractors who are suffering an investment of working capital in these projects which they should not be required to continue to invest.

Hoping to hear from you as soon as possible.

Very truly yours,

G. ROBERT BRAIN

GRB:sm

RECEIVED
JAN 13 1967

I-5-3(71) 145
673

#3

December 20, 1966

Centervyt Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

Gentlemen:

The State Highway Commission at its meeting on December 19 considered your request for an extension of time on Contract No. 6730 for improvement in Cabin Creek Safety Rest Area in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission approved your request for an extension to September 1, 1966.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc L.R. Chandler
Howard Harris
L.H. Young
I.D. Marchant
C.H. Maison
Bureau of Public Roads

Form CB-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabee

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 10, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

ME Martin

By: M. E. Martin
District Engineer

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 6730
FAP No. I-5-3(71)145

We hereby concur in the 93-calendar day extension of this contract to September 1, 1966, as requested by your November 4, 1966 letter, without the assessment of liquidated damages.

Copy - Don Zibbell
Merle Young
11-15-66

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM NOV 15 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 1 - 1966
AM 9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6730 Contractor Oosterwyk Nurseries, Inc.

Highway Pacific

Section Cabin Creek Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED or **GRANTED.** The reasons for such recommendation are as follows:

Because of plan changes and additional work required to obtain satisfactory supply of water.

Recommended for Approval:

for [signature]
Division Engineer

[signature]
Construction Engineer or
Bridge Engineer

[signature]
State Highway Engineer

State Printing 37000

Contract No. 6730

Project designation I5-3(71)145 State-Federal

Date awarded November 4, 1965

Work started January 13, 1966

Per cent completed 100% 9-1-66 Date

No. of Workdays Allowed May 31, 1966

No. of Workdays Used September 1, 1966

No. of Added Workdays Requested 9-1-66

E—320 (Rev.)—5M—5-60

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 26 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....., 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to 9-1-66 days, within which to complete our Contract No. 6730, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. Inability to obtain fresh water well. 2. Specifications in contract called for light globes and fixtures, part of which we were able to obtain after considerable delay by having them especially manufactured. ~~The [illegible]~~ As of August 26 the contract was changed to specify light globes which we had found as the closest ones to those originally requested. Contract was completed within four days thereafter.

Respectfully submitted,

OOSTERWYK NURSERIES, INC.
Contractor

By C. ROBERT BRAIN

CONSENT OF SURETY

Date November 28, 1966

We, The Aetna Casualty and Surety Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul J. Huntzinger
Paul J. Huntzinger, Attorney-in-fact (SEAL)

Robert B Clark
Resident Agent

RECEIVED
DEC 16 1966
FOR FILING

2 C 3 (71) 14 C
6730

December 16, 1966

Mr. Cecil Saxon, Jr., Masonry
2837 Willamette Street
Eugene, Oregon

Dear Mr. Saxon:

Thank you for your letter of December 14 informing us that you have received a check in the amount of $4,069.80 from Oosterwyk Nurseries, Inc. You state that your claim was in the amount of $4843 which leaves a balance due of $773.20.

Our records indicate this is in reference to the following Oosterwyk Nurseries, Inc. contracts:

No. 6730, Cabin Creek Safety Rest Area, Douglas County

No. 6735, Gettings Creek Safety Rest Area, Lane County

This information will be noted in our records, and we will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

NOTED ON CARD
WN

CC Aetna Casualty & Surety Co.
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.
Glenn Jackson
David Simpson

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

December 14, 1966

Mr. Floyd Query
Secretary of the Commission
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

This is to notify you of the standing of our claim against Oosterwyk Nurseries, Inc.

November 29, 1966 we deposited a check in the amount of	$ 4,069.80
The total claim as filed with your office	4,843.00
OUTSTANDING BALANCE PAST DUE	$ 773.20

We will keep in contact with you regarding this matter until such time as it is cleared from our records.

Sincerely,

Cecil Saxon

Cecil Saxon, Jr.

CS,Jr.:mvs

cc: Aetna Casualty & Surety Co.
P. O. Box 3175
Eugene, Oregon

#6730 — # 3,640
#6730
#6735 > 1,203
4,843

to ack

NOTED
FLOYD QUERY

RECEIVED
DEC 15 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 9 - 1966
FOR FILING

I C = (71) 145

6730

December 9, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
December 19, 1966 meeting

Gentlemen:

Oesterwyk Nurseries, Inc., contractor on the Canin Creek Safety Rest Area on the Pacific Highway in Douglas County, Contract 6730, has requested that the completion date be advanced from the specified date of May 31, 1966, to September 1, 1966, without assessment of liquidated damages.

The contractor contends that failure of a well (specified in the contract) to produce an adequate supply of water and the resultant plan changes and additional work required to produce a satisfactory supply of water delayed the completion of the contract work.

The contractor is correct. The contract required the contractor to drill a well for water supply. This well failed to produce the required amount of water and plan changes and additional work required to secure an adequate water supply delayed the contractor's work.

Because the contractor was prevented from completing the work within the time specified by conditions beyond his control, I recommend the requested extension be granted without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the December 19 meeting.

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf bg

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 1 - 1966
AM 10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6730 Contractor Oosterwyk Nurseries, Inc.

Highway Pacific

Section Cabin Creek Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Because of plan changes and additional work required to obtain satisfactory supply of water.

Recommended for Approval:

John Coppinger Jr
Asst.
Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

Tom Higgins
Asst.
State Highway Engineer

Contract No.	6730
Project designation	I-5-3(71)145 (State-Federal)
Date awarded	November 4, 1965
Work started	January 13, 1966
Per cent completed	100% 9-1-66 (Date)
No. of Workdays Allowed	May 31, 1966
No. of Workdays Used	September 1, 1966
No. of Added Workdays Requested	9-1-66

State Printing 27939

E—330 (Rev.)—5M—5-60

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM OCT 26 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....., 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... to 9-1-66 days, within which to complete our Contract No. 6730, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1. Inability to obtain fresh water well. 2. Specifications in contract called for light globes and fixtures, part of which we were able to obtain after considerable delay by having them especially manufactured. The [illegible] As of August 26 the contract was changed to specify light globes which we had found as the closest ones to those originally requested. Contract was [illegible] within four days thereafter.

Respectfully submitted,

OSTERWIK NURSERIES, INC.
Contractor

By G. ROBERT BRAIN

CONSENT OF SURETY

Date November 28, 19 66

We, The Ætna Casualty and Surety Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Paul J. Huntzinger
Attorney-in-fact
Paul J. Huntzinger

(SEAL)

Robert B Clarke
Resident Agent
By H

RECEIVED
DEC 5 - 1966
FOR FILING

I-5-3(71)145
(12)

December 2, 1966

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Gentlemen:

Final inspection has been made by the Bureau of Public Roads on the Cabin Creek Safety Rest Area Section of the Pacific Highway in Douglas County, Contract No. 6730, FA Project I-5-3(71)145.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, must be submitted to the resident engineer prior to the State Highway Commission acceptance of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

WGier

cc: R. L. Porter
C. H. Madson
I. D. Marchant
L. H. Young

RECEIVED
NOV 16 1966
FOR FILING

I S 3(71) 120
6730

November 15, 1966

Mr. and Mrs. John D. Patton
Route 1, Box 14
Oakland, Oregon 97462

Dear Mr. and Mrs. Patton:

This will acknowledge your letter of November 7 concerning your claim against Oosterwyk Nurseries on our Contract No. 6730 which you state is still unpaid.

The State does not make direct payments to claimants as numerous times the claims are disputed. Our position, therefore, must be somewhat neutral. Your claim has been filed with us and with the Secretary of State so that you are protected under the bond furnished by the Aetna Casualty and Surety Company.

It might be well for you to contact the surety whose agent is Paul R. Ratliffe, 300 Yeon Building, Portland 4, they might be able to give you some information as to when payment would be forthcoming.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

11-7-66.
Route 1 Box 14
Oakland, Ore
97462

Mr Floyd Query
Oregon State Hiway Comm.
Salem, Oregon.
Dear Sir:-
Your letter rec'd dated Oct. 21st in answer to one I sent you Oct 14th in regiards to Money Oosterwyk Nurseries owes us.
Recd. one from The Aetna Casualty & Surety Co. dated Oct. 26th stating they heard from you & they were calling Oosterwyk Nurseries attention to it.
To date no word
I had Written Oosterwyk Oct. 3 & to date its been unanswered.
Awaiting Your reply,
Sincerely Mr & Mrs John Patton

Form CO-121
(11-63)
(Pres. by
A.O. 20600)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-3(71) 145

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6730

DATE: November 10, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 6730
FAP No. I-5-3(71)145

We hereby concur in the 93-calendar day extension of this contract to September 1, 1966, as requested by your November 4, 1966 letter, without the assessment of liquidated damages.

Copy - Dan Zilo
Memorandum
Yours
11-15-66

NOTED
TOM EDWARDS

RECEIVED
NOV 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 14 1966

OOSTERWYK NURSERIES INC.

cc

6730

November 8, 1966

Nelson Electric Company
Main and River Road
Cottage Grove, Oregon

Attention: Mr. Ray Nelson

#6730
#6735

Dear Sir:

A letter received from the Oregon Highway Department has informed us that your attorney filed claim. I suggested that we meet somewhere in my last letter but I received no answer from you. As you know one of my partners is an attorney but I would prefer to discuss the matter and see if we can settle the matter out of court.

I reviewed the quotations made by you on December 6, 1965, and I noticed that several items were included in your sub-contract, but on your bill you changed these to "extras". For instance, information shelters were contracted as "information shelters"...All electrical work required for the two shelters, [illegible] over, your billing shows extra for pull boxes, etc., and actually could charge you for the wire and conduit supplied by us. All electrical work means complete and in operation. There was also a charge made for work done inside the pumphouses and toilet buildings which were part of the bid of December 6, 1965, and as written in your sub-contract. A bid from you was made to Mr. Mayfield's office for a lightning arrester for $26.00 installed. A price agreement was made on May 16, 1966, but your billing shows $118.21. I checked this also Mr. Mayfield, the Resident Engineer, and he also stated that the price was quoted at $26.00 installed.

I also have a bid from you dated May 13, 1966, to finish and install pole service, meter, and 100 amper service on power pole #3-327 and 1-243 or on pole directly along side, the same for the toilet buildings on the south bound lane at the Cabin Creek Safety Rest area, contract no. 6730, for the sum of $103.08. However, your billing shows $676.21, minus your bid prices of $52.00 for lighting arrestors and your bid of $103.08.

Therefore, I suggest again that we sit down, and if you wish, with your attorney and settle the amount due. Please call at my home, VA 2-7068, Kirkland, Washington, or send me a note.

NOTED
FLOYD QUERY

Very truly yours,

Pete Oosterwyk, President
Oosterwyk Nurseries, Inc.

cc: file
AEtna Casualty & Surety Co.
Mr. Floyd Querry

RECEIVED
NOV 10 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
NOV 1 - 1966
FOR FILING
I-5-3(71)145
6730

November 4, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Cabin Creek Safety Rest Area
Contract No. 6730
FAP No. I-5-3(71)145

Dear Sir:

The specified date for completion of this contract was May 31, 1966. The work was actually completed September 1, 1966. The delay in completing the work is 93 calendar days.

The contractor has requested that he be granted an extension of time to September 1, 1966 without assessment of liquidated damages. The contractor's reason for this request is inability to obtain a fresh water well.

Contract specifications required the contractor to drill and develop one well for water service to the southbound unit. The contractor started drilling this well February 1, 1966 and completed and tested the well on February 12, 1966. Quantity tests indicated the well would produce 2.5 gpm, about one-half the required quantity, and quality tests proved the water to be salt-brackish and not suitable for use. Four additional test wells (see Price Agreements 5, 12, 13 and 14) failed to produce water of the desired quality and in the desired quantity. Drilling the fourth additional well was completed on June 16, 1966.

Failure to secure a satisfactory well required plan revisions to rearrange water supply facilities to use an existing well in the area and the original well drilled under the contract, this well being back-plugged to eliminate salt water. Final instructions were handed

the contractor on June 21, 1966 so that he could proceed with the water supply system and other work contingent thereon.

The period February 12, 1966 (completion date of the required well) and June 21, 1966 (the date on which the contractor was handed final instructions as to how to proceed with the revised water supply system) - 131 calendar days - is considered as a delay beyond the contractor's control. With your concurrence, I propose to recommend to the Highway Commission that the requested extension, advancing the completion date to September 1, 1966 without assessment of liquidated damges be granted.

Plan changes to the water supply system are the subject of a price agreement being negotiated with the contractor. This price agreement will be forwarded through the usual channels when it is completed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Lloyd Shaw
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

FORM S-1205 (REVISED 7-66)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 24 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

FILED
OCT 24 1966
TOM McCALL
SECRETARY OF STATE

File No. 4202
(11) 14E
6/20

NOTED ON CARD

RECEIVED
OCT 25 1966
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
OCT 24 1966
FOR FILING

I-5-3(71) 150
6730

October 21, 1966

Mr. and Mrs. [illegible]
[illegible]
[illegible], Oregon 9[illegible]

Dear Mr. and Mrs. [illegible]:

This is to acknowledge receipt of your letter of October 14 stating that Costerwk Nurseries, Inc., owes you $[illegible].98 for materials [illegible] ten yards of crushed rock.

Your letter indicates this is in connection with the Costerwyk Nurseries, Inc., Contract No. 6[illegible] for improvement of the Rabbit Creek [illegible] East Area on the Pacific Highway in Douglas County.

The Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your claim letter and we will also send your letter to the Secretary of State for filing. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

Please inform us when your [illegible] been paid.

Very truly yours,

Lloyd [illegible], Secretary
[illegible]

cc: Aetna Casualty and Surety Company
Mr. Paul R. Ratliffe
Costerwyk Nurseries, Inc.
Mr. Glenn L. Jackson
Mr. David B. Simpson
Hon. Tom McCall (Please acknowledge receipt of this claim on the enclosed copy of your letter.)

NOTED ON CARD
M. C. 10-21-66

CWH:gc

October 14, 1966.
Route 1 Box 14
Oakland, Ore. 97462.

Mr Floyd Query
Sec of State Highway Comm.
State Highway Bldg.
Salem, Oregon 97310.

Dear Sir:

Following is our statement & Complaint of Oosterwyk Nurseries Inc.
12420 Juanita Drive. N.E.
Kirkland, Washington 98033.
This material was used for Cabin Creek Safety Rest Area.

Sincerely,
Mr & Mrs John D Patton.

NOTED
FLOYD QUERY

Oct 14 - 1966.

Costenoyk Nurseries Inc
for Cabin Creek Rest Area.

10,539.2 Cubic yards
embankment in place
518. cubic yards top
soil.
First load hauled out
Jan. 18, 1966, last load
March 30th
370 yards top soil
hauled between May 6
& June 17 that Mr
Costenoyk said to keep
seperate.
20¢ a yard was price
for all.
Driveway was to be
left in satisfatory
condition. We had to
add 8' of culvert which
cost us $36.54 + the
road needs at least

10 yards of crushed
rock.
We received $1000.=
Feb 25th + $500.=
April 6th + Nothing
since. We figure
he owes us
$821.98 yet, plus
10 yards of crushed
~~gravel~~ rock.
Awaiting your
reply, We Remain
Sincerely

Mr + Mrs John D
Patton

Route 1 Box 124
Oakland, Oregon 97462

RECEIVED
OCT 24 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
6730
File No. 4220
FILED
OCT 18 1966
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OCT 18 8 00 AM '66
TOM McCALL
SECRETARY OF STAT

October 17, 1966

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
College Grove, Oregon

Gentlemen:

This is to acknowledge receipt of your letter of October 13 and attached notice of claim with your client, Jensen Electric Shop, stating that Centennial Enterprises, Inc., owns that the sum of $2,500.00 plus interest.

The claim states that this is in reference to the Pacific Highway, Centennial, Inc., contract.

(1) Contract No. 6730 for improvement in the Cable Creek-Looking East Area on the Pacific Highway in Douglas County.
Surety - [illegible] and Surety Co.
Agent - [illegible]
[illegible]
[illegible], Oregon

(2) Contract No. 6730 for improvement in the Cottage Grove-Dorena East Area on the Pacific Highway in Lane County.
Surety - [illegible] and Surety Co.
Agent - [illegible]
[illegible]
[illegible], Oregon

We will advise the surety and the agent on each of these contracts of the receipt of your letter and notice of claim signed by Ben Jensen, Jensen Electric Shop.

NOTED ON CARD

are also forwarding your letter and Notice of Claim to the Secretary of State for filing.

Please let us know when your client's claim has been paid.

Very truly yours,

[illegible]

By
T. E. Noel, Assistant Secretary

cc: The Home Insurance Company
Head Department
621 Pittock Tower
Portland, Oregon 97205

Mr. Paul L. Wakefield
833 Yeon Building
Portland 4, Oregon

Lenington Corporation, Inc.
[illegible] 98th N.E.
Kirkland, Washington

Glenn L. Emmons
Gavin C. Gibson

✓ Enc. (Please acknowledge receipt of this claim on the enclosed copy of your letter.)

LOMBARD, LOMBARD & WILLIAMS
ATTORNEYS AT LAW
LOMBARD BLDG., 37 NORTH SIXTH STREET
COTTAGE GROVE, OREGON

HERBERT W. LOMBARD, SR.
HERBERT W. LOMBARD, JR.
THOMAS R. WILLIAMS

942-2454

October 13, 1966

Certified Mail No. 3287
Return Receipt Requested

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Contract No. 6730, Cabin Creek Safety Rest Area
Douglas County, Oregon
Contract No. 6735, Gettings Creek Safety Rest Area
Lane County, Oregon

Dear Mr. Query:

In connection with these two contracts we enclose two copies of the Notice of Claim signed by Ray Nelson. To amplify the statement of the balance due in the Notice we submit the following figures:

GETTINGS CREEK SAFETY REST AREA, Contract No. 6735

Amount according to Contract dated 1-3-66 for bid items 010, 013 and 014	$3,002.80	
Work done and materials supplied on a time and materials basis up to 6-30-66	639.31	
Work done and materials supplied on a time and materials basis from 7-1-66 to 8-31-66	118.21	
		$3,760.32

CABIN CREEK SAFETY REST AREA, Contract No. 6730

Amount according to Contract dated 2-11-66 for bid items 033, 038 and 039	$3,668.00	
Work done and materials supplied on a time and materials basis up to 6-30-66	1,170.18	
Work done and materials supplied on a time and materials basis from 7-1-66 to 8-31-66	188.85	
		5,027.03
Total carried forward to Page 2		8,787.35

RECEIVED
OCT 14 1966
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

cc, please handle 76

Balance brought forward from Page 1		$8,787.35
LESS Amounts Paid:		
February 4, 1966	$ 52.25	
February 28, 1966	330.00	
April 4, 1966	600.00	
April 25, 1966	2,000.00	
May 2, 1966	500.00	
June 7, 1966	3,000.00	
July 21, 1966	500.00	
Total Paid		6,982.25
Balance Due		$1,805.10

By copy of this letter which is going to Aetna Casualty and Surety Company, which we understand is the Surety on the bonds posted by Oosterwyk Nurseries Inc. on each of these contracts, we are hereby making demand upon the Surety for payment of the balance shown above to be due together with interest thereon at 6% per annum from July 21, 1966. If this balance is not paid within six months of the receipt of the copy of this letter by the Surety, and legal action is necessary to collect the balance, claim will be made for attorneys' fees in accordance with the provision of O.R.S. 736.325.

Very truly yours,

LOMBARD, LOMBARD & WILLIAMS

By: Thomas R. Williams

Thomas R. Williams

TRW/mt
Enclosure

cc: Secretary of State via Certified Mail No. 3288
Salem, Oregon Return Receipt Requested

Oosterwyk Nurseries Inc. via Certified Mail No. 3289
12420 Juanita Drive, N.E. Return Receipt Requested
Kirkland, Washington
98033

Aetna Casualty and Surety Company via Certified Mail No. 3290
P. O. Box 3175 Return Receipt Requested
Eugene, Oregon

TO: Secretary of Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Secretary of State
Salem, Oregon 97310

Notice is hereby given that the undersigned, RAY NELSON, doing business as NELSON ELECTRIC SHOP, has a claim for electrical work and materials performed and supplied between January 3, 1966 and August 31, 1966, in the sum of $1,805.10 together with interest thereon at 6% per annum from July 21, 1966 until paid, against the bonds taken from Oosterwyk Nurseries Inc., as Principal, and Aetna Casualty Surety Company, as Surety, for the work of constructing Contract No. 6730 for improvement to Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County, Oregon, and Contract No. 6735 for improvement to the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, Oregon, for the State Highway Department for the State of Oregon.

This Notice is given pursuant to Chapter 279 Oregon Revised Statutes.

Dated this 13 day of October, 1966.

Ray Nelson

Ray Nelson doing business as
Nelson Electric Shop

RECEIVED
OCT 14 1966
STATE HIGHWAY COMMISSION

RECEIVED
OCT 4 - 1966
FOR FILING

September 26, 1966

Nelson Electric Company
Main Street
Cottage Grove, Oregon

Re: Cabin and Gettings Creek Safety Rest Areas

Dear Mr. Nelson,

Your billings on contracts # 6730 and 6735 show much higher amounts than those specified in your subcontracts. Agreed some extra work was requested by the State Highway Department and a price agreement was written for the price submitted by your firm.

However your billings show a much higher amount than the price agreements. Your subcontract for Contract # 6730 $ 3,668.00
Contract # 6735 $ 3,002.80

Total $ 6,670.80

Payments made in Jan., Febr., March, April, May, June and July amount to $ 6,982.25 A 10% retainage is normally withheld untill final acceptance by the State of Oregon, but we felt, that for several reasons beyond our control, it was proper to waive this procedure and total payment including some extra work was made in July 1966.

In checking your bilings, we found that several items charged are a part of your subcontracts 6730 and 6735. However if you feel, that extra work was necessary to provide the work as specified, we gladly will submit tose extra costs to the State for payment. In no way do we guarantee payment, because the decision is up to the State Highway Department. Before we submit a request for payment it would perhaps be advisable, that You and I errange a meeting, to go over the various items and the contracts.

I am still working at the Santiam Safety Rest Area. Job telephone number 327 2732 or drop by and let us sit down to try to solve the problems.

yours truly,

Pete Oosterwyk

Pete Oosterwyk (President)

NOTED
FLOYD QUERY

RECEIVED
SEP 28 1966
STATE HIGHWAY COMMISSION
NOTED
C. W. HEAD

cc: Mr. Floyd Query
AETNA Casualty and Surety Company
file

FORM E-128K 80M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File # 4216

FILED
TOM McCALL
SECRETARY OF STATE

RECEIVED
OCT 1 - 1966

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

67 20

RECEIVED
SEP 27 9 00 AM '66
TOM McCALL
SECRETARY OF STATE

September 23, 1966

Dosterwick Surveying
Route 1 Box 441
Cottage Grove, Oregon 97424

Gentlemen:

This is to acknowledge receipt of your letter of September 19 stating that Dosterwick Surveying, Inc., owes you $[illegible] for work performed at the Gettings Creek and Gettings Creek East areas on I-5.

This appears to be in reference to the two Dosterwick Surveying, Inc., contracts as follows:

Contract No. 6[illegible] for improvement to the Gettings Creek Early, East area on the Pacific Highway in Douglas County.

Contract No. 6[illegible] for improvement to the Gettings Creek Early, East area on the Pacific Highway in Lane County.

Our surety on these projects is the Aetna Casualty and Surety Company through [illegible], Inc., Portland, Oregon. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing. This action will protect your claim until the bond.

Please let us know when your claim has been paid.

NOTED ON CARD

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
Oregon State Highway Commission

RECEIVED
SEP 29 1966
OREGON
STATE HIGHWAY COMMISSION

cc: Aetna Casualty and Surety Company
Paul R. Ratliffe
Dosterwick Surveying
Commissioners
Mrs. Ina Nosail (Please acknowledge receipt of this claim on the enclosed copy of your letter.)

NOTED
C. W. HEAD

Phone 942-3131

...RING for LIGHT -- POWER -- HE...

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

September 19, 1966

196__

State of Oregon

State Highway Department

Salem, Oregon 97310

Re: Oosterwyck Nurseries, Inc.
12420 Junmit Drive N. E.
Kirkland, W ashington
#6730 and #6735

Dear Sirs:

We demand immediate payment of the long past due balance owing us of $1806.10 (one thousand eight hundred six dollars and ten cents), for work done at Cabin Creek and Gettings Creek Rest areas on Highway 5.

We have received no payment since July 22, 1966. Unless this entire amount is received by us on or before September 24, 1966, we will turn the matter over to our attorneys, Lombard, Lombard & Williams, with instructions to collect the amount, together with interest, costs and Attorney fees.

Very truly yours,

Nelson Electric Shop

J Ray Nelson

RECEIVED
SEP ? ? 19??
OREGON
STATE HIGHWAY COMMISSION
NOTED
FLOYD QUERY

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

RECEIVED
SEP 12 1966
FOR FILING
I E 3 (21) 145
6730
EUGENE OFFICE

THE ÆTNA CASUALTY AND SURETY COMPANY
THE STANDARD FIRE INSURANCE COMPANY
HARTFORD, CONNECTICUT

September 7, 1966

P. O. BOX 3178
1200 HIGH STREET
EUGENE, ORE. 97402
TEL. 342-2491

State of Oregon
State Highway Department
Salem, Oregon 97310

File: E-42 SC 6[illegible]87 [illegible]
Principal: Oosterwyk Nurseries, Inc.
Obligee: State of Oregon
John D. Patton

Gentlemen:

This is to acknowledge your letter of August 19, 1966 in regard to the claim of Mr. Patton. It is our understanding that payment has been made for the number of yards approved, and that the balance due is in the process of being worked out.

Very truly yours,

P. D. Dolata, R/S

PDD:sh

cc: Home Office
Seattle
Portland

NOTED
FLOYD QUERY

RECEIVED
SEP - 8 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
SEP 12 1966
FOR FILING
I-5-1(7)116
6730
EUGENE OFFICE

THE ÆTNA CASUALTY AND SURETY COMPANY
THE STANDARD FIRE INSURANCE COMPANY
HARTFORD, CONNECTICUT

September 7, 1966

P. O. BOX 3178
1200 HIGH STREET
EUGENE, ORE. 97402
TEL. 342-2491

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: FLOYD QUERY

File: E-42 SC 67187 RC
Principal: Costerwyk Nurseries, Inc.
Nelson Electric Shop

Gentlemen:

This is to acknowledge your letter of August 2, 1966 addressed to Nelson Electric Shop in regard to the above captioned potential bond claim.

We understand that this contractor only recently finished his subcontract, and has been paid all but retainage 'n' extras. This is to be worked out in the near future.

Very truly yours,

P. D. Dolata, A/S

PDD:sh

cc: Home Office
Seattle
Portland

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
SEP - 8 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 - 1966
FOR FILING

(71)145

6730

September 6, 1966

Van Der Goes Tile
3439 Storey Blvd.
Eugene, Oregon 97405

Gentlemen:

Thank you for your letter of August 25 informing us that you have received a check in the amount of $1308 from Oosterwyk Nurseries Inc.

Our records indicate this is in reference to the Oosterwyk Nurseries, Inc., Contract No. 6730 in Douglas County and Contract No. 6735 in Lane County.

This information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jk

cc Aetna Casualty and Surety Company
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.
Glenn Jackson
David Simpson

NOTED ON CARD
jk

TILE WORK OF ALL DESCRIPTION

STATEMENT

VAN DER GOES TILE

PHONE
343-5810

CERAMIC
WALL AND FLOOR TILE

3439 STOREY BLVD.
EUGENE, OREGON
97405

Aug. 25 '66

Mr. Floyd Query
OREGON STATE HIGHWAY COMMISON
STATE HIGHWAY BUILDING
SALEM, ORE, 97310

Gentlemen,

This is to acknowledge that on Aug. 23 we received a check to the amount of $ 1308.00 from Oosterwyk Nurseries Inc., our claim has been paid in full.

Yours truly,

G. VAN DER GOES
CERAMIC
WALL AND FLOOR TILE
3439 STOREY BLVD. EUGENE, OREGON
PH. DI 3-5810

Cc
please ack.
FE

NOTED
FLOYD QUERY

RECEIVED
STATE

mbd 9-6

RECEIVED
SEP 6 - 1966
FOR FILING

6730

September 1, 1966

Merny M. Miller Contractor, Inc.
P. O. Box 646
Wilbur, Oregon 97494

Dear Mr. Miller:

Thank you for your letter of August 24 reporting that you have received final payment on your claim from Oosterwyk Nurseries, Inc.

You state that this is in reference to the Oosterwyk Nurseries, Inc., Contract No. 6730 for improvement in the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

Our records indicate that your claim was for equipment rental and labor in the amount of $555.82.

This information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:JK

cc Aetna Casualty and Surety Company
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.
Glenn Jackson
David Simpson

NOTED ON CARD
jll

Henry H. Miller Contractor, Inc.
TELEPHONE 503 672-3376
POST OFFICE BOX 646
WILBUR, OREGON
97494

Cee ✓

August 24, 1966

Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Dear Sir:

Reference is made to our letter of June 15 concerning our claim for equipment rental and labor performed for Oosterwyk Nurseries, Inc., contract No. 6730 last February.

In order to clear your records this letter is written to let you know that final payment on our claim has been paid, and also to thank you, and others in your office for expediting collection.

Yours very truly,

By Henry H. Miller
HENRY H. MILLER, CONTRACTOR, INC.

NOTED
FLOYD QUERY

RECEIVED
AUG 26 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

noted file

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPAR. .ENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cabin Creek Safety Rest Area	WEEK ENDING: August 27, 1966	SECTION PREFIX: 610-1013
HIGHWAY: Pacific	COUNTY: Douglas	
NAME OF JOB: Cabin Creek Safety Rest Area	KIND OF WORK: Improvement of Existing Rest Area Facilities	
CONTRACTOR: Oosterwyk Nurseries, Inc.	CONTRACT NUMBER: 6730	FEDERAL AID PROJECT NUMBER: I-5-3(71)145
DATE OF CONTRACT: November 4, 1965	DATE WORK STARTED: January 13, 1966	ESTIMATED COMPLETION DATE: September 2, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 199	CALENDAR DAYS USED 286
PROJECT AUTHORIZATION: $ 180,297.27 ~~000,000.00~~	SPECIFIED COMPLETION DATE: May 31, 1966	PERCENT OF TIME ELAPSED 144
EXCLUSIVE OF ENGINEERING: $ 167,115.51 ~~000,000.00~~	ENGINEERING AUTHORIZATION $ 13,181.76 ~~0,000.00~~	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 98
ESTIMATED COST OF COMPLETED PROJECT. EXCLUSIVE OF ENGINEERING: $ 145,151.51	ENGINEERING COST TO DATE $ 17,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____ %	PERCENT OF AUTHORIZATION 133 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.26	0.26	none	none	0.01 mi
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	8,400 cy	1,030 cy			64 ton
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1-Flatbed Truck

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Northbnd	Southbnd						
PERCENT	98	98						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 21	Overcast	1		
MONDAY 22	Overcast	1		
TUESDAY 23	Overcast	1		
WEDNESDAY 24	Overcast	1		
THURSDAY 25	Overcast	1		
FRIDAY 26	Cloudy	1		
SATURDAY				

Routing

Morgan

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 21	No Activity
MONDAY 22	Northbound Unit: Installing temporary luminaires Southbound Unit: Installing temporary luminaires
TUESDAY 23	Northbound Unit: Plumbing luminaires Southbound Unit: Lawn construction, installing potable water line markers, and Plumbing luminaires.
WEDNESDAY 24	No Activity
THURSDAY 25	No Activity
FRIDAY 26	No Activity
SATURDAY	

REMARKS

Work remaining: Miscellaneous pickup items. Also Sign revision work.

SIGNED [signature] LOCATION Los Lunas

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGE D GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

FORM S-1202 (REV 4-66)

RECEIVED
COMMISSIONERS
SEP 6 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

J 5 : (7.) 145

6 / 2

RECEIVED
AUG 25 2 00 PM '66
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 24, 1966

Ven Der Goes Tile
3439 Storey Blvd.
Eugene, Oregon 97405

Gentlemen:

This is to acknowledge receipt of your letter of August 17, which you addressed to Mr. H. E. Mayfield at Eugene. Your letter stated that Oosterwyk Nurseries, Incorporated owes you $1308 for the installation of ceramic tile. You have listed the amounts of $270 on the Gettings Creek Project and $1038 on the Cabin Creek Project.

From the description given, this appears to be in reference to the following contracts:

Contract No. 6730-Cabin Creek Safety Rest Area, on the Pacific Highway in Douglas County.
Contract No. 6735-Gettings Creek Safety Rest Area, on the Pacific Highway in Lane County.

The surety on these projects is the Aetna Casualty & Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, Oregon.

We will advise them of the receipt of your letter and we will also forward your letter to the Secretary of State for filing. Please let us know when your claim has been paid, so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

JK
cc: Aetna Casualty & Surety
Paul R. Ratliffe
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.
H. E. Mayfield
Glenn Jackson
David Simpson
Oosterwyk Nurseries

FORM B-30 REV 7-64 SP*6229-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
Aug. 19,1966

SUBJECT: Gettings Creek Safety Rest Area
Contract 6735
Prefix 620-1022

To: Mr.Floyd Querry Secretary
Salem, Oregon

L

Please find enclosed a statement from Van Der Goes Tile, a subcontractor on the subject Gettings Creek Rest Area Project. It appears that the balance stated on the Gettings Creek Project is equal to t he amount of the retainage (10%) on this item. I believe that Mr. Oosterwyk does not intend to pay this remaining balance until the project is completed and final acceptance is made.

Copies of this correspondance is being sent to Mr. L.R.Chandler. You will note the statement also lists work on the Cabin Creek Rest Area which is under some other Resident engineer.

H E Mayfield
H. E. Mayfield
Resident Engineer

Enc: 1
cc: L. R. Chandler

Ck please handle
HE

NOTED
FLOYD QUERY

RECEIVED
AUG 22 1966
OREGON
STATE HIGHWAY COMMISSION

TILE WORK OF ALL DESCRIPTIONS

STATEMENT

VAN DER GOES TILE

PHONE
343-5810

CERAMIC
WALL AND FLOOR TILE

3439 STOREY BLVD.
EUGENE, OREGON
97405

Aug. 17 '66

Mr. H.E. Mayfield
c/o State Highway Department
Eugene, Ore.

Sir,

We installed the ceramic tile in the following rest area's:

Gettings Creek and Cabin Creek,

for Oosterwyk Inc.
12420 Juanita Dr.
N.E. Kirkland, Wash.

We still have a balance left as follows:

Gettings Creek	$ 270.00
Cabin Creek	270.00
Raise wainscot Cabin Cr. 30"	768.00
Total	$ 1308.00

We have send out statements to the above address, no results.

We have been trying, to get a hold of Mr. Oosterwyk on the new project, no results.

We would appreciate your cooparation in collecting the above amount,

Sincerely,

G. Van DerGoes

RECEIVED
AUG 19 1966
FOR FILING
6730

August 19, 1966

Mr. John D. Patton
Route 1, Box 14
Oakland, Oregon 97462

Dear Mr. Patton:

This is to acknowledge receipt of your letter of August 16 stating that Oosterwyk Nurseries owes you money (amount not stated) for shale rock.

This appears to be in connection with the Oosterwyk Nurseries, Inc., Contract No. 6730 for improvement on the Cabin Creek Safety Rest Area of the Pacific Highway in Douglas County.

The Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, furnished the performance bond, which is given to assure completion of the contract and payment of all bills incurred in it.

If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure. A claim may be filed at any time. The State does not make payment of claims but looks to the prime contractor and surety for such payment.

This information is being noted in our records and we will advise the surety and the principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Att.

NOTED ON CARD
C. L. 8-19-66

cc: Aetna Casualty and Surety Company
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.

CWH:gc

Route 1 Box 14
Oakland, Oregon 97462
August 16, 1966.

Mr. Floyd Query
Comission Secretary
State Highway Bldg.
Salem, Oregon 97310

Dear Sir:

We were in to see Mr. Harris in Roseburg today. We sold Hale & Oosterwyk Inc. for Cabin Creek ~~of~~ Wayside project & settlement isn't coming thru as promised & to our satisfaction, so Mr Harris is writing Mr. Osterwyk & advised us to write you for necessary papers to fill out if we need them to get our road fixed up & balance of our money.

Sincerely,
Mr & Mrs John D. Patton

NOTED
FLOYD QUERY

RECEIVED
AUG 24 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

(11) 145
67-C

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 19, 1966

Mr. G. Robert Brain
902 Norton Building
Seattle, Washington 98104

Re: Cabin Creek and Gettings Creek Safety Rest Areas

Dear Sir:

In response to your August 12 letter, further consideration has been given to the luminaire and lamp specifications on the subject rest areas.

The 750 watt/99-250 Volt clear PS-52, 9½" light center lamps and the plastic Type V, Joslyn refractor globes Cat. No. 90253H will be acceptable for use on these projects because the specified ones are not available, but it will be necessary to cover this specification change by formal price agreement. We are agreeable to making this specification change with no change in the contract bid prices, as we understand there is no saving realized by this substitution.

The above information has been shared with our engineers in charge of these projects. We again point out that the desirable and most efficient lines of communication on these matters is between the contractor or his acknowledged representative and our project engineers.

Very truly yours,

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

F B KLABOE
NOTED

JAB:nh

cc: F. B. Klaboe
I. D. Merchant
R. D. Asburry
L. R. Chandler
Harley Mayfield
Howard Harris

RECEIVED
AUG 22 1966
FOR FILING
2-42 (71) .1E
6730

ARENA CASUALTY & SURETY CO.
P. O. BOX 3175
EUGENE, OREGON

August 17, 1966

Casey Jones Well Drilling Company
Rt. 2, Box 695
Creswell, Oregon 97426

#6730

File: E-42 SC 67187 BC
Principal: Oosterwyk Nurseries Inc.
Obligee: State of Oregon

Gentlemen:

Although we had previously overlooked acknowledgement of receipt of the Highway Department's letter of July 25, 1966 as addressed to you, we have nevertheless referred this matter to our Seattle Office, who is in the process of checking with the Oosterwyk Nurseries to ascertain whether or not you have been paid in accordance with monthly billings rendered.

We hope that this matter may be cleared up in the near future.

Very truly yours,

P. D. Dolata, M/S

PDDish

cc: Home Office
Oregon State Highway Commission
Seattle
Portland

NOTED
FLOYD QUERY

RECEIVED
AUG 24 1966
STATE HIGHWAY COMMISSION

RECEIVED
AUG 11 1966
FOR FILING

August 10, 1966

Mr. G. Robert Brain
Attorney at Law
Morgan, Brain and Hilyer
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Your August 3 letter is being referred to the Division Engineer and Resident Engineers in charge of the Cabin Creek and Cottings Creek Safety Rest Area projects which are under contract to Oosterwyk Nurseries, Inc. Our usual lines of authority and communication with contractors on contract construction are via these field personnel.

We are quite agreeable to the temporary substitution of different illumination lamps from those specified and will not delay the project completion dates until the specified lamps are installed, provided all other work on the projects has been satisfactorily completed. Preparation and checking of final quantities and records can then proceed; however, final payments cannot be made until all work is completed either as originally specified or as modified by approved change orders.

The respective Resident Engineers will advise the contractor of any other unfinished items remaining, and we appreciate your efforts toward their expeditious completion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
Mark Astrup
L. R. Chandler - Enc
H. E. Mayfield "
Howard Harris "

JAB:fp:nh srb

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

August 3, 1966

The Oregon State Highway Department
Salem, Oregon

Attention: Mr. Claybow

Dear Mr. Claybow:

In accordance with our telephone conversation, I have called the Portland office of the Westinghouse Electric Company and requested that they ship by air freight as soon as it is physically possible, twelve of the 750 watt slant 99 250 volt lamps which we will install in the two completed projects so that they can be closed. At the same time, I have reconfirmed our order for eighteen 860 watt slant 99 230 volt lamps, which are on a rush order from Westinghouse to be manufactured, and which we will install to replace the 750 watt bulbs as soon as they are received.

It is my understanding the meantime that when the 750 watt globes are installed, and any other matter which the resident engineer still has to close, has been done, then the project can be closed and the funds released. Oosterwyk Nurseries will agree, and I do so state in this letter and will make a formal agreement if you desire, to replace the globes as soon as they have been received.

Westinghouse indicates that if they are able to get air freight out, the 750 watt globes will be here within three days. We will probably request an extension on closing the contract for a matter of a few days until those globes arrive and we can install the same.

Thank you very much for your cooperation. I assure you we will see that this matter is completed and the 860

Routing
Parker
Bond
Barbee
Walker
Glenn
Swan
RECEIVED
AUG 8 1966
CONSTRUCTION
DIVISION

watt globes installed as soon as physically possible.

Yours very truly,

G. ROBERT BRAIN

GRB:bh

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 3 - 1966
FOR FILING

I-5-3(11)145

6120

August 2, 1966

Nelson Electric Shop
Main and River Road
Cottage Grove, Oregon 97424

Gentlemen:

This is to acknowledge receipt of your recent memo and attached statements showing that you have furnished labor and materials to Costerwyk Nurseries, Inc., on the Cabin Creek and Cottage Creek Safety Rest Area Projects.

The description of these two contracts is as follows:

1. Contract No. 6730 for the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County. Not completed.

2. Contract No. 6735 for the Cottage Creek Safety Rest Area on the Pacific Highway in Lane County. Not completed.

The Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, furnished the performance bonds on these contracts which is given to assure completion of the jobs and payment of all bills incurred in them.

The State does not make payment of claims but looks to the prime contractor and surety for such payment. If you wish to protect your claim under the bond, the claim should be filed with the Secretary of State within six months after the contract has been accepted by the State Highway Commission. Attached are excerpts from the Oregon laws outlining the filing procedure.

NOTED ON CARD
H. C. 8-2-66

This information will be noted in our records and we will advise the surety and the contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ttt.

cc: Aetna Casualty & Surety Company
Paul R. Ratliffe
Oesterreich Nurseries, Inc.

Howard R. Harris
Resident Bridge Engineer

CWH:gc

Phone 942-3131

...RING for LIGHT -- POWER -- HE...

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

July 22, 1966 196__

Mr. Floyd Query,

State Highway Commission Secretary,

State Highway Building, Salem, Oregon 97310

This is a copy of letter received from Mr. Howard R. Harris, Resident Bridge Engineer, Roseburg, Oregon;

Nelson Electric Shop
Main and River Road
Cottage Grove, Oregon

re: Cabin Creek Safety Rest Area
Pacific Highway
Contract No. 6730

Dear Mr. Nelson:

In regards to your letter to Mr. L. R. Chandler dated July 13, 1966 that Oosterwyck Nurseries, Inc. had not paid you for work performed on above project.

If you and Oosterwyck Nurseries can not reach and agreement on this matter you can get your monies due thru the Highway Commission by submitting a complete breakdown of the billing to Mr. Floyd Query, State Highway Commission Secretary, State Highway Building, Salem, Oregon 97310.

If you have any further questions on this please feel free to call me.

Yours truly,

signed; Howard R. Harris
Resident Bridge Engineer

Cc plaintiff's Atty

COPY

We find Balance Due entirely on Cabin Creek Rest Area.

NELSON ELECTRIC SHOP
COTTAGE GROVE, OREGON

4 99

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

July 20, 1966 196_

Oosterwyck Nurseries, Incorporated

12420 Juanita Drive N. E.

Kirkland, Washington

A service charge of 1% per month will be made on all overdue accounts

1966	Gettings Creek Contract #6735, Fed. Proj. # 1-3-5 (58) 178		3002.80
	Cabin Creek Contract #6730, Fed. Proj. #1-3-5 (71) 145		3668.00
Jan.	Billing two (2 tempor ry services		93.32
		bal.	6764.12
Feb. 4	paid check on T&M		52.25
		bal.	6711.87
Feb. 28	Paid check (41.07 T&M & 288.93 contract)		330.00
		bal.	6381.87
Feb.	Billing Temporary pump hook-up to use in driving pipe under Highway		26.40
		bal.	6408.27
Apr. 4	Paid check (26.40 T&M & 573.60 contract)		600.00
		bal.	5808.27
Apr. 25	Paid check on ctracts		2000.00
		bal.	3808.27
April	Billing T&M per invoicec rendered on work otside our contracts		750.75
		bal.	4559.02
May 2	Paid check on T&M for Apr.		500.00
		bal.	4059.02
May	billing T&M per invoiced rendered on work outside our contracts		210.01
		bal.	4269.03
June 7	Paid check (460.76 on T&M & 2539.24 on contract)		3000.00
		bal.	1269.03
June	billing T&M per invoices rendered on work outside our contracts		730.01
		bal.	1999.04
July 21	Pd by ck. T+M		500.00
		bal.	1499.04

T+M = Time + Meteriale

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131 . . .RING for LIGHT -- POWER -- HE. T

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

June 30, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Gettings Creek Rest Area, Federal Project #1-3-5 (58) 178, Contract #6735;	
Located three miles north of Cottage Grove, Lane County, Oregon, on Interstate #5;	
Installation of wire up the Standards for Luminaire fixtures not delivered by Westinghouse Company to Date;	
3 Telephone calls to Westinghouse Company, Portland, Oregon	2.70
2 Telephone calls to Westinghouse Company, Eugene, Oregon	.90
Labor	50.60
Total	$53.80

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

...RING for LIGHT -- POWER -- HE...

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

June 30, 1966 196

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Cabin Creek Rest Area Federal Project #1-3-5 (71) 145, Contract #6730;

Located north of Metz Hill Interchange, Douglas County, Oregon on Interstate #5;

Extras used on outside of buildings, not included on bid;

#1--Extra circuits run to pump, including lightning arrestors;

250 ft. U.F. with ground	27.50	
690 ft. #10 U.S.E.	110.40	
2 General Electric #9LA1513 Lightning Arrestors per bid	52.00	
10 ft. 1" Ridgid conduit	5.10	
1 1" Fiber bushing	.13	
1 4x4x4" Junction box	9.15	
1 1" Meyers water tight hub	1.70	
1 3/4" Meyers water tight hub	.72	
1 3/4" Tyrex connector	1.03	
3 Medium wirenuts	.12	
2 Small wirenuts	.06	
Labor	30.40	
Total		$238.31

Pole Service #1 & #2 as per bid rendered work not inside buildings 206.16

Pole Service #3 not included in bid

280 ft. #8 U.S.E.	56.00	
560 ft. #6 U.S.E.	140.00	
1 Scotch splice kit #82A1	5.34	
Labor	30.40	
Total for #3 pole service		231.74

Total for additional material and labor month of June $675.21

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

...RING for LIGHT -- POWER -- HE...

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

May 31, 1966 196

Oosterwyck Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Material & Labor used in month of May above bid on Federal Project #1-3-5 71) 145, ontract #6730, Cabin Creek Rest Area;

3 4" x 4" x 6" cast J-boxes	33.57	
9 1" water tight hubs	15.30	
3 1" Ridgid pipe couplings	1.35	
4 1" Metal Ground bushings	3.60	
Labor	128.20	
Total		182.02

Hook-up J-boxes at well;

1 4"x 4" x 4" J-box	9.15	
1 1" Weather proof hub	1.70	
2 3/4" Weather proof hub	1.45	
2 3/4" Tyrex connectors	2.06	
1 1" Fiber bushing	.13	
Labor	8.40	
Total		22.89

Additional work on Service for South bound lane, Labor only 5.10

Total for Extras above bid on Fe. Proj. #1-3-5 (71) 145
Contract #6730, Douglas County, Oregon $210.01

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Additional Billing for Time & Material used on Federal Project #1-3-5 (71) 145, Contract #6730, Cabin R[illegible]/ Creek Rest Area, Metz Hill Exit;	
Installation of circuits to Luminaires, Junction boxes, and Temporary hook-up of Pump;	
10 1" Ericksen Couplings	17.30
2 1" Ground bushings	2.14
Labor	172.20
Total for Extras above bid on Rest Area;	$191.64

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

...RING for LIGHT -- POWER -- HE...

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Summary of Additional billing of Federal Project #1-3-5 (58) 178
Contract #6735, Gettings Creek Rest Area, Cottage Grove, Ore.,
above bid rendered.

1--Undergro nd wire to pump house & pump hook-up	149.16
2--Installation of junction boxes, splicing	203.94
3--Temporary hook-up of power to toilets	12.20
4--Installation of junction boxes at Information booths	66.92
5--Installation of conduit to outside Luminaires	126.89
Total	$559.11

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Federal Project #1-3-5 (58) 178, Contract #6735 Gettings Creek Rest Area
Cottage Grove, Oregon

1--	Underground wire make-up to pump house and pump hook-up. Extra not on bid;		
	1 426 B2GI enclosure & 8502 C01 Contactor complete	33.00	
1	1" offset nipple	.48	
2	1" Locknuts	.18	
2	1" fiber bushings	.18	
1	#YL040404 OZ cast iron Junction box	9.15	
1	1¼" Water tight hub	2.16	
1	1" Water tight hub	1.70	
1	½" Water tight hub	1.28	
1	½" Water tight Tyrex connector	.83	
1	1¼" Fiber bushing	.14	
5 ft.	1¼" Ridgid Conduit	.66	
6	Large scotchloks	.36	
3	#82A1 Scotch splice kits	16.02	
1	1" Water tight Tyrex connector	2.02	
	Labor	81.00	
	Total for wire make-up & pump hook-up		149.16
2--	Installation of Junction boxes & splicing of Underground cable;		
	2 YL 060404 OZ Junction boxes	22.38	
	6 Meyers St3 1" water tight hubs	10.20	
4	#82A2 Large Scotch splice kits	32.92	
6	#82a1 small Scotch splice kits		
	Labor	106.40	
	Total for installation of Junction boxes & splicing		203.94
3--	Temporrary hook-up of power to toilets;		
	Labor only		12.20
4--	Installation of Junction boxes at Information booth		
	4 1" Ridgid pipe couplings	1.80	
	16 ft. #12 TW wire	.52	
	Labor	64.60	
	Total		66.92

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196__

Oosterwyck Nurseries

12420 Juanita Drive N. E.

Kirkland, Washington

Federal Project #1-3-5 (58(178, Contract #6735, Gettings Creek Rest Area
Cottage Grove, Oregon.

5--Installation of conduit to outside Luminaires;		
14 1" Ridgid pipe couplings	6.30	
10 1" Ericson pipe couplings	17.30	
2 1" x 4" nipples	.68	
1 1" x 3" nipples	.32	
1 1" x 6" nipples	.39	
10 1" ground bushings	10.70	
Labor	91.20	
Total for installation of conduit to outside luminaires		126.89

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

February 28, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Extra work in month of February; Gettings Creek	
Temporary hook-up for pump to use for driving pipe under highway;	
6 30 amp fusetrons	1.20
3 30 amp. fustron adapters	.30
30 ft. #10 TW wire	1.35
15 ft. #12 TW wire	.45
Labor	23.10
Total	$26.40

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

Jan. 27, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

A service charge of 1% per month will be made on all overdue accounts

Repairs to second Temporary Service for Cabin Creek Rest Area;	
10 ft. 1" EMT conduit	2.00
5 ft. 1" Ridgid conduit	2.50
2 1" weather tight EMT connectors	.78
1 1" Entrance head	1.27
34 ft. #6 THW wire	4.93
17 ft. #8 TW wire	1.87
4 1" Straps	.12
6 ft. #6 Bare copper ground wire	.66
1 Ground clamp	.53
1 Ground rod	3.40
1 State Electrical permit #4439	3.00
Charges made on first temporary service by contractors specifications;	
10 ft. 3/4" EMT conduit	1.43
1 3/4" water tite coupling	.25
4 3/4" straps	.08
34 ft. #8 TW wire	3.74
10 ft. #10 TW wire	.45
1 State Electrical permit #4460 (for second temp. service at Cabin Creek Rest Area)	3.00
Labor	12.60
Total	42.63
less credit for 14 ft. #8 TW wire returned	- 1.54
Total	41.07
Total for make-up of first Temporary service	52.25
Total for Temporary Services under time & material as billed	$93.32

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

November 30, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

A service charge of 1% per month will be made on all overdue accounts

Temporary service made-up for Rest Area Fed. Projects;

1 3/4" Entrance head	.80
4 ft. 3/4" EMT conduit	.58
1 3/4" Water tight EMT connector	.25
14 ft. #8 TW wire	1.19
10 ft. #10 TW wire	.45
1 60 amp meter base (used)	2.55
1 4-circuit R.T. ITE Panel	9.50
1 3/4" x 4" nipple	.18
1 3/4" offset nipple	.44
1 ½" Offset nipple	.31
1 30 amp 2-pole ITE breaker	5.35
1 20 amp 1-pole ITE breaker	2.30
2 Weather proof bell boxes	3.30
1 Weather proof duplex outlet plate	2.10
1 Weather proof 30 amp duplex outlet plate	2.20
1 Duplex grounded outlet 20 amps	1.78
1 30 amp outlet	1.80
6 ft. #6 bare copper ground wire	.66
1 Gro nd clamp	.53
1 Grounding rod	3.40
1 30 amp Plug cap	2.08
Labor	10.50
Total	$52.25

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

RECEIVED
JUL 26 10 00 AM '66
TOM McCALL
SECRETARY OF STATE

RECEIVED
JUL 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(11)145

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 25, 1966

Casey Jones Well Drilling Company
Route 4, Box 695
Creswell, Oregon 97426

Attention: Keith Jones

Gentlemen:

This is to acknowledge receipt of your recent invoice stating that Costerwyx Nurseries, Inc., owes you a balance of $3,604.43 for services as of July 13, 1966.

You state that this work was performed on the Cabin Creek Safety Rest Area Project. This appears to be in reference to the Costerwyx Nurseries, Inc., Contract No. 6735 for improvement on the Cabin Creek Safety Rest Area in Douglas County.

The Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Knox Building, Portland, furnished the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

We will advise the surety and agent of the receipt of your claim and we will also forward it to the Secretary of State for filing. The filing with the Secretary of State will assure full protection under the performance bond.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

#4200

FILED
JUL 26
7:00 A.M.

NOTED ON CARD
Jan

cc: Aetna Casualty and Surety Company
Paul R. Ratliffe
Costerwyx Nurseries, Inc.
2 Commissioners
Mrs. Tom McCall - Please acknowledge receipt of the claim on the attached copy of this letter.

STATEMENT

CASEY JONES WELL DRILLING CO.

PHONE: 747-2806

RT. 2. BOX 695 CRESWELL, OREGON 97426

Mr. Floyd Query
State Highway Commission Secretary
State Highway Building
Salem, Oregon

Contract #6736

Cabin Creek Safety Rest Area -Subcontractor of Oosterwyk Nurseri

DETACH AND RETURN THIS STUB WITH YOUR REMITTANCE. CANCELED CHECK IS YOUR RECEIPT.

DATE	DESCRIPTION	INVOICE NO.	CHARGES	✓	CREDITS	BALANCE
	BALANCE FORWARD					
4-9-66	Well #1	84	1529 00			
	Well #2	84	1253 50			
4-20-66	Installing pump	94	79 50			2862 04
5-9-66	Rec. on a/c		x1000 00		1000 00	1862 04
5-23-66	Abandoned well		500 00			2362 04
6-9-66	Well.		1094 50			3456 54
6-9-66	Rec. check				1500 00	
6-17-66	Well	200	1896 30			3852 84
6-23-66	Parts & service	215	249 59			4102 43
7-13-66	Rec. check				500 00	3602 43

This is a copy of our account with Oosterwyk Nurseries Inc. 12420 Juanita Drive N. E., Kirkland, Washington. We are unable to collect this except a little bit at a time. The money is due and it may be necessary for us to attach his bond. Any help you can give us to collect this would be appreciated.

Ruth D. Jones
Co-Owner

CASEY JONES WELL DRILLING CO.
CRESWELL, OREGON 97426

PLEASE PAY LAST AMOUNT IN THIS COLUMN

RECEIVED
JUL 19 1966

I-5-1(71)145
6726

Salem, Oregon
July 18, 1966

Increase in Project Authorization

Jesse Hickey
Resident Highway Engineer
P. O. Box 1128
Roseburg, Oregon

This is to advise you that at its meeting of July 14, 1966 the Highway Commission approved an increase of $40,571.04 in project authorization on Contract No. 6730, Cabin Creek Safety Rest Area Section of the Pacific Highway in Douglas County.

The new authorization for construction is $180,297.27. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

LHY:el

cc: L. R. Chandler

RECEIVED
JUL 19 1966

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

6730

July 14, 1966

IN REPLY PLEASE REFER TO
314

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon

NOTED
F. B. KLABOE

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of July 6 regarding Cabin Creek Channel Improvement, Cabin Creek Safety Rest Area, Pacific Highway, Douglas County, State Contract No. 6730, Project No. 1-5-3(71)145.

The proposal as submitted in your letter and sketch meets with our approval and suggest that you submit final construction plans for regular approval prior to awarding contract.

Yours truly,

A W Kilborn

Copies to:
FB Klaboe
ID Merchant
FD Morgan
LR Chandler
James Chidsey
9-18-66
T

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Litchfield

RECEIVED
JUL 18 1966
CONSTRUCTION
DIVISION

RECEIVED
JUL 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-189X · 50M · 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Cabin Creek Channel Improvement
Cabin Creek Safety Rest Area
Pacific Highway - Douglas County
Contract No. 6730
Project No. 1-5-3(71)145
YOUR FILE: 314

Gentlemen:

This is in reply to your letters of March 14, 1966 and June 23, 1966, concerning this subject.

The State has made some extensive investigation into the situation you brought to our attention in your letter of February 11, 1966, and we find that the construction of this rest area as being performed under the above-captioned contract will, in fact, force a higher volume of water into the Cabin Creek Channel than previously flowed adjacent to your tracks. We are, therefore, preparing a design which will handle the additional flow in a manner similar to that shown on the two sketches handed to me in our field meeting at the site on March 25, 1966 by your Mr. Lloyd McKinney.

Two copies of a sketch showing our proposed treatment are attached for your review and approval. Final construction plans will be submitted to you as soon as they are prepared. It is proposed to open bids for this project on September 1, 1966.

Very truly yours,

NOTED
F.B. KLABOE

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachments

cc: Southern Pacific Company - San Francisco (w/attach.)

F. B. Klaboe
I.D. Merchant
L. R. Chandler
James Chidsey

OFFICE OF
STATE HIGHWAY ENGINEER

T.24S.-R.5W.W.M.

NORTH BOUND AREA
FRONTAGE ROAD RELOCATION

OREGON

Area of channel improvement

Riprap

Harris's Location

Creek

Southern Pacific R.R.

Existing Ground

10'

28'

STATION 15+00

RECEIVED
JUL 1 1966
FOR FILING

I-5-3(71)145
6730

June 30, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6730, the Cabin Creek Safety Rest Area improvement project in Douglas County, is anticipated. Oosterwyk Nurseries, Inc. is the contractor. The original project authorization was $139,726. The present anticipated cost is $180,297 indicating an overrun of $40,571 or 29.1 percent. This is a Federal-aid Interstate project.

The major reason for this overrun is the difficulty in securing an adequate water supply. Salt water was encountered in three of the wells drilled and they could not be utilized. Rearrangement and lengthening of water lines to fit the usable well locations also incurred additional costs. An overrun in the embankment in place bid item has also been necessary to obtain proper slopes for drainage in the northbound area.

This request for an additional authorization will be on the agenda for your consideration at the July 14 meeting and I recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
I. D. Merchant
L. R. Chandler

JAB:bjm bg

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1966

SUBJECT: Assignment FBK-745
Overrun of Project Authorization
Cabin Creek Safety Rest Area
Contract No. 6730

To:
Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G

All but four of the existing change orders and overruns on this project are participating. Three small price agreements of less than $100 each and a $984 price agreement for additional wall tile are non-participating.

Items 2 through 8 listed on the back of the overrun authorization form are not yet covered by orders. A meeting was held yesterday with representatives of the Bureau of Public Roads to discuss the water supply problems and they have verbally agreed to participate in a final well development effort (a continuation of Well No. 3) and if this is successful, in the necessary facilities to utilize it at this time. This would include Items 3 through 7.

Item 2 for the channel improvement work adjacent to the railroad will not be done under the existing contract. Due to the late stage of the contract, the different character of this work and the fact that we have tried unsuccessfully for over two weeks to get unit prices from the contractor, the Bureau of Public Roads has verbally concurred that this can be handled as a stage construction item and contracted separately in the future.

If the Well No. 3 development fails, other water supply alternatives will have to be considered further. This could include one or two reservoir lagoons in the creek but we anticipate that any such work would also be done under a separate contract perhaps combined with the channel work mentioned above.

At this time as far as the overrun authorization is concerned, we should proceed as though the Well No. 3 will ultimately be successful under the existing contract and the amount of the

overrun as shown should be reduced in the amount of $21,562.00 for the channel work only.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:nh

cc: I. D. Merchant
L. R. Chandler
L. H. Young
T. W. Litchfield

Routing

Morgan	Peace
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUN 1 1965
CONSTRUCTION
DIVISION

RECEIVED
MAY 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 29 1966

I-5-3(7)114 5

6120

June 28, 1966

Henry E. Miller Contractor, Inc.
Post Office Box 446
Wilbur, Oregon 97494

Gentlemen:

This is in reply to your letter of June 15 and attached invoice which states that Oesterogh Excavation, Inc., owes you for equipment rental and labor in the amount of $553.84.

From the description given it appears that the contract to which you refer is the Oesterogh Excavation, Inc., Contract No. 6730 for improvement on the Cabin Creek Safety Rest Area of the Pacific Highway in Douglas County.

The surety on this project is the Aetna Casualty & Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can close our records.

Very truly yours,

Floyd Ousey, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: The Aetna Casualty & Surety Co.
Bond Department
400 Century Tower
Portland, Oregon 97205

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oesterogh Excavation, Inc.
11420 Juanita Drive N. E.
Kirkland, Washington

Hon. Tom McCall
(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

2 Commissioners

CWH:gc

NOTED ON CARD
J. C.
6-28-66

Henry H. Miller Contractor, Inc.
TELEPHONE 503 672-3376
POST OFFICE BOX 646
WILBUR, OREGON
97494

June 15, 1966

Floyd Query, Secretary
State Highway Department
Salem, Oregon 97310

Dear Sir:

The enclosed invoice covers special work we performed for Oosterwyk Nurseries on their Oregon State Park Porject in Douglas County.

Our billings for this work have never been acknowledged since completion of our work for them, and, apparently they have left the area without leaving a forwarding address.. Since they still hold contracts with the highway department we would like to take advantage of your office towards reaching a settlement in our behalf.

Please place this information in the proper channels of the Highway Department for attention, and any further information we can furnish will be taken care of as soon as possible.

We thank you very much.

Yours very truly,

By Henry H. Miller.
HENRY H. MILLER CONTRACTOR, INC.

P.S. Our work on this project was approved by the Oosterwyk foreman before moving out.

HHM

RECEIVED
JUN 16 1966
OREGON
STATE HIGHWAY COMMISSION

Harry H. Miller Contractor, Inc.

TELEPHONE ORCHARD 2-3376

P.O. Box 646
Wilbur, Oregon 97494

TO: Oosterwyk Nurseries, Inc.
Attention Mr. Bell
Evergreen Motel
Cottage Grove, Oregon

INVOICE NO. _____

DATE March 15, 1966

QUANTITY	DESCRIPTION	UNIT	PRICE	
Date	L.B. 90 Dragline Rental, w/ Operator Roadside Park Ditch			
2/21/66	8 hrs @ $26.00	$208.00		
2/22/66	6 hrs @ 26.00	156.00		
2/23/66	5½ hrs @ 26.00	143.00		
2/28/66	Lowboy, w/Operator--Moving Chgs. 2 hrs. @ $18.25	36.50		
	Pickup, Flagging 2 hrs @ 2.10	4.20		
	Labor, Flagging 2 hrs @ 3.60	7.20		
	Payroll Taxes $7.20 @ 12.77%	.92		
	Total Amount Due		555	82
	TOTAL		$555	82

RECEIVED
JUN 20 1966

FILING
I-5:(71) 145
6-1-

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1966

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

Building

SUBJECT: Oosterwyk
Contract No. 6730:
Cabin Creek Safety Rest Area
Pacific Highway
and
Contract No. 6735:
Gettings Creek Safety Rest Area
Pacific Highway

A telephone call was received by the undersigned June 17, apparently upon referral by the Secretary's office.

The call was from a Mr. Cecil Saxon of Eugene who is a sub-contractor on the above two projects. He was complaining of the fact that the prime contractor has made no payments to him for something over four months and that there is presently due and unpaid the sum of $4,893. He claims that there are other sub-contractors on the job who also are unpaid.

I explained to him that, of course, the State could not take on the responsibility of seeing that all sub-contractors be paid out of the monies due by the State to the prime contractor. I also called to his attention the manner in which he should file a claim so as to be able to protect himself and secure payment from the surety if he is not otherwise paid by the prime contractor. Mr. Saxon was nevertheless quite upset and perturbed about the non-payment for such an extended period of time and, particularly, in view of the fact that he has notified the Resident Engineer of this fact long ago.

According to Mr. Saxon the two jobs are in a position to be finaled out. I told him I would bring the matter to the attention of the Engineer so that the existence of his claim would be known as of the time that consideration is given to making final payment.

G E Rohde

G. E. ROHDE
Chief Counsel

GER:hg

CC - Mr. Floyd Query
Mr. C. H. Maison
Mr. L. H. Young

6-20-66

NOTE TO YOUNG & MAISON:

Should we hold up finals?

FBK

Ime

RECEIVED
JUN 13 1966
FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1 C 3 (71) 141
6730

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 9, 1966

Mr. Cecil Sann, Jr.
2837 Willamette Street
Eugene, Oregon

Dear Mr. Sann:

This is to acknowledge receipt of your claim letter of June 3 establishing a further claim against Oosterwyk Nurseries, Inc., in the amount of $1,203.00.

Your letter states that this work was performed on the following Oosterwyk Nurseries, Inc., contracts:

Contract No. 6730 for improvement on
the Cabin Creek Safety Rest Area of
the Pacific Highway in Douglas County.
Surety: Aetna Casualty and Surety Company
Agent: Paul A. Hatliffe

Contract No. 6735 for improvement on
the Gettings Creek Safety Rest Area
of the Pacific Highway in Lane County.
Surety: Aetna Casualty and Surety Company
Agent: Paul A. Hatliffe

We will advise the Aetna Casualty and Surety Company and Paul A. Hatliffe of the receipt of your letter and we will also forward it to the Secretary of State for filing.

NOTED ON CARD
Jan

Claim File No. 4181 — Cont. 6730

FILED
JUN 13 1966
TOM McCALL
SECRETARY OF STATE

Claim File No. 4182 - Cont. 6735

RECEIVED
JUN 10 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 13 1966
TOM McCALL
SECRETARY OF STATE

The Secretary of State's office has informed us that your original claim in the amount of $3,640.00 was filed in his office on June 1 and was assigned File No. 4174 (Contract No. 6730) and File No. 4175 (Contract No. 6735).

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Mr. Jackson
Mr. Simpson
Mr. C. H. Maison
Mr. Carl Williams

Hon. Tom McCall
Secretary of State
121 Capitol Building
Salem, Oregon 97310

(P.S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
JUN 10 1966
OREGON
STATE HIGHWAY COMMISSION

JUN 1 . 196
TOM McCALL
SECRETARY OF STATE

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

June 3, 1966

Mr. Floyd Query
Secretary of the Commission
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

This is to acknowledge receipt of your letter of May 31, 1966 regarding receipt of our claim against Oosterwyk Nurseries, Inc. in the amount of $3,640.00 and to establish a further claim against OOSTERWYK NURSERIES, INC. in the amount of $1,203.00. This was billed out on April 28, 1966 and represented the final billing for completion of the Contract No. 6730 for improvement on the Cabin Creek Safety Rest Area in Douglas County and Contract No. 6735 for improvement on the Gettings Creek Safety Rest Area in Lane County. This work, though billed on April 28, 1966, was actually completed in March 1966.

With adding this claim, the total we will expect to receive from the surety is $4,843.00.

We will notify you as requested when the claim is satisfied.

Sincerely,

Cecil Saxon Jr.

Cecil Saxon, Jr.

CS,Jr.;mvs

cc: Mr. C. H. Mason, Oregon State Highway Commission, Salem, Oregon
Mr. Carl Williams, Oregon State Highway Commission, Roseburg, Oregon

RECEIVED
JUN 7 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Roseburg, Oregon
June 9, 1966

Oosterwyk Nurseries
12420 Juanita Drive N.E.
Kirkland, Washington

RE: Gettings Creek
Safety Rest Area

Cabin Creek
Safety Rest Area

Dear Mr. Oosterwyk:

It has been brought to my attention by several of your subcontractors and material suppliers that you are not making payments to them for work performed on the subject projects. If a formal complaint is received from any of your subcontractors or suppliers for money due on these projects, it will be necessary for the Oregon State Highway Department to deduct this amount from monies due your company. Upon completion of this project the final payment will not be made until the Oregon State Highway Department is satisfied that all of your bills have been paid.

I know you do not wish for the Oregon State Highway Department to withhold your final estimate, so I feel sure you will want to take care of all your outstanding bills before the completion of these two projects.

Very truly yours,

John Quiner II
ASS'T. DIVISION ENGINEER

JQII:lf

cc: H. E. Mayfield
J. E. Chidsey
F. D. Morgan
Floyd Query

Cc please note

NOTED
FLOYD QUERY

NOTED

RECEIVED
JUN 10 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 6 - 1966
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6730

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: June 1, 1966

In reply refer to: 08-35-EC/420.25

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Projects I-80N-2(33)26 and I-80N-3(48)79,
6735 I-5-3(68)178 and I-5-3(71)145— 6730
Labor Compliance: Oosterwyk Nurseries, Inc.

Our December 2 and 15, 1965 memorandums on the subject projects outlined difficulties the State of Washington had with regard to labor compliance with Oosterwyk Nurseries. We also mentioned that as further information became available it would be furnished.

Attached is the State of Washington's March 9 report to our Olympia Division office which indicates the type of labor compliance problems that occurred.

We strongly urge you to advise all Resident Engineers that currently have one or more of the contracts awarded to this firm to take all actions necessary to prevent recurrence of these labor violations.

Enclosure

RECEIVED
JUN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Parsons w/encs.
BY ASST. STATE HWY. ENGR.

Please pass the word

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 6 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
ROSEBURG
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6 / 2C

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 31, 1966

Mr. Cecil Saxon, Jr.
2837 Willamette Street
Eugene, Oregon

Dear Sir:

This is to acknowledge receipt of your letter of May 24 and attached letter of April 7 addressed to our Mr. Mayfield in Eugene, stating that Oosterwyk Nurseries, Inc. owes you $3,640 in connection with the construction on the rest station buildings at Gettings Creek and Cabin Creek.

This appears to be in reference to the following Oosterwyk Nurseries, Inc. contracts:

Contract No. 6730 for improvement on the Cabin Creek Safety Rest Area of the Pacific Highway in Douglas County.
Surety: Aetna Casualty and Surety Company
Agent: Paul R. Ratliffe

Contract No. 6735 for improvement on the Gettings Creek Safety Rest Area of the Pacific Highway in Lane County.
Surety: Aetna Casualty and Surety Company
Agent: Paul R. Ratliffe

RECEIVED
JUN 1 1966
OREGON
STATE HIGHWAY COMMISSION

The surety on these two projects is the Aetna Casualty and Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland. The surety furnishes the performance bond which is given to assure completion of the contract and payment of all bills incurred in it.

NOTED ON CARD

Contract No. 6732 - file # 4174

FILED
JUN 1 1966
TOM McCALL
SECRETARY OF STATE

Contract No. 6735 - file # 4175

RECEIVED
JUN 1 1966
TOM McCALL
SECRETARY OF STATE

We will advise the surety of the receipt of your claim and we will also send it to the Secretary of State for filing.

Please let us know when your claim has been paid so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jf

cc: Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 9720:

Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Mr. Jackson
Mr. Simpson
Mr. C. H. Malson
Mr. Carl Williams

The Hon. Tom McCall
Secretary of State
121 State Capitol Building
Salem, Oregon 97310
(P. S. Please acknowledge receipt of this letter on the enclosed copy.)

RECEIVED
JUN 1 1966
TOM McCALL
SECRETARY OF STATE

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

May 24, 1966

Mr. Floyd Query
Secretary of the Commission
Oregon State Highway Commission
Salem, Oregon

Dear Mr. Query:

This letter is to notify you of a formal claim against OOSTERWYK NURSERIES, INC. The attached letter to Mr. Mayfield of the Oregon State Highway Dept. in Eugene, Oregon dated April 7, 1966, will sufficiently explain the need of filing this formal claim with the surety company immediately.

Please advise us of the action taken on our behalf.

Sincerely,

Cecil Saxon

Cecil Saxon, Jr.

CS,Jr.;mvs
Attachment

CC: Mr. C. H. Mason, Oregon State Highway Commission, Salem, Oregon
Mr. Carl Williams, Oregon State Highway Commission, Roseburg, Oregon

RECEIVED
MAY 26 1966
OREGON
STATE HIGHWAY COMMISSION

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

April 7, 1966

Mr. Mayfield
Oregon State Highway Dept.
Eugene, Oregon

Dear Mr. Mayfield:

We started construction on the Rest Station buildings January 31, 1966 at Gettings Creek (Contract No. 6735 and Federal Project No. 1-5-3 (68) 178). To this time we have completed all buildings there and all at Cabin Creek (Contract No. 6730 and Federal Project No. I-5-3 (71) 145) except a pump house, which was stopped by the Highway Dept. because they could not locate the site.

On February 28, 1966 we billed Oosterwyk Nurseries, Inc. $6,640.00 for work that had been completed as of that date. On April 5, 1966, 36 days later, we received $3,000.00 and at this time they stated their draw as cut short. Since we have completed in excess of $7,400.00 worth of construction and because the account is for work completed between 45 and 60 days ago, we feel there should be immediate attention to this matter.

Hopefully, the balance of $3,640.00 due from our February statement will be taken care of forthwith.

Sincerely,

Cecil Saxon, Jr.

CS,Jr.:mvs

CC: Oosterwyk Nurseries Inc.
12420 Juanita Dr. N. E.
Kirkland, Washington

RECEIVED
NOV 15 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 10, 1966

6730

To: Ivan D. Merchant
Bridge Engineer
SALEM

SUBJECT: Overrun of Project Authorization
Cabin Creek Safety Rest Area
Pacific Highway
Contract No. 6730

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Peas
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAY 10 1966
CONSTRUCTION
DIVISION

I am transmitting the report on Expected Overrun of Project Authorization on the above subject project. The overrun of this project in the amount of 44.5% is caused mainly by two problems. The first problem was the difficulty in obtaining a proper water supply. This problem and all its ramifications has been studied by both the bridge division and the construction division. The solutions are being prepared at the present time. Price agreements for the items listed on the back of the form will be submitted shortly.

The second problem, that of improving the channel of Cabin Creek adjacent to the Southern Pacific Railroad has been reviewed by Mr. Tebeau and the principles of solution which were submitted by the field, approved by them. We are presently attempting to receive prices from the contractor in line with our original estimate. Your approval of this overrun is recommended.

J. B. Boyd
ASS'T. DIVISION ENGINEER

NOTED
F. B. KLABOE

JBB:lf
Attach.

cc: James E. Chidsey

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 11 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-272—1036—7-56 OREGON STATE HIGHWAY DEPARTMENT

T-E-2(11)145

Report on Expected Over-run of Project Authorization

Project Name Cabin Creek Safety Rest Area Date May 9, 1966

Highway Pacific Contract No. 6730

County Douglas Kind of Work Improvement Contractor Oosterwyk Nurseries, Inc.

Contract Amount $123,701.10

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
#4. Embankment in Place	1,600 c. y.	$3.00	$4,800.00
#10. Stone Base	304 c. y.	5.75	1,748.00

Minor items, unitemized algebraic total $ 619.71

Subtotal $ 7,167.71

Approved work orders (Price, extra work and state force orders) $ 7,514.06

Expected over-runs and under-runs in work orders:		Amount
Major items, itemized:		

Minor items, unitemized algebraic total $ 19.76

Subtotal $ 19.76

Authorization for engineering $ 9,936.08

Expected over-run of engineering authorization $ 7,000.00

Costs not included above (explain) See back of Sheet 20,927 $ [redacted]

Allowance for future contingencies (4 % of work remaining) $ 4,031.56

Credits to come from transfers and deductions $ -0-

Present estimate of project cost 180,297.27 $ [redacted]

Brief Statement of principal causes of over-run: The inability to find adequate water for the southbound unit; changes desired by the Salem office; additional embankment necessary in the northbound unit to provide proper slopes; deficiency in re-useable base material from the old frontage road in the northbound unit.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 139,726.23	
Present estimate of project cost	$ 180,297.27	
Expected over-run (Amount)	$ 40,571.04	
Expected over-run (per cent)	29.1%	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] ASSISTANT Division Engineer

Noted by: [signature] Bridge Engineer

Noted by: [redacted] or Assistant State Highway Engineer

State Printing 66719

Costs Not Included:

The following items are anticipated additions which will be necessary to complete the project:

1. Drill Well No. 3 in the southbound unit. (Approved by BPR and Price Agreement No. 12 will cover.)	$ 1,270.
2. [illegible]	[illegible]
3. Pipe Line from Well No. 3 southbound unit, to rest area 5,000 lin ft @ $2.00/lin ft estimated	10,000.
4. Electrical servies for Well No. 3. Estimated	1,000.
5. 5,000 gallon reservoir for southbound unit. Estimated	5,000.
6. New pump house for existing well in southbound unit which will be used for irrigation purposes. Estimated	2,000.
7. Additional electrical service for southbound rest area due to separation of Well No. 1 and the chlorination building from the toilet building. Estimated	300.
8. Drain pipe around the southbound sewage disposal field to carry off the surface water from the drain field. Estimated	1,357.
Total Costs Not Included	[illegible] 20,927

RECEIVED
JUL 15 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 11 1966 PM
2,8,9,10,11,12,1,2,3,4,5,6
A

APR 26 1966

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. G. E. Rohde, Chief Counsel
Oregon State Highway Department
Salem, Oregon

DATE: April 22, 1966

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(71)149
Cabin Creek Rest Area
Douglas Electric Cooperative Utility Adjustment

Your March 23, 1966 letter indicated that you fail to see why our November 8, 1965 memorandum withheld Federal-aid participation in the cost of the subject adjustment.

Though you now base reimbursement on provisions of the Oregon Constitution, Utilities and Railroad Attorney Hershberger's October 11, 1965 offering letter to the utility cited the basis of reimbursement as follows:

> "The cost of adjusting facilities which are installed within the public road right of way is normally nonreimbursable. However, in the instance of Pole No. 3-319½, State will reimburse the company for its adjustment cost. Inasmuch as the pole was installed in its present location to serve the park and the contemplated adjustment is for the convenience and benefit of the State, such move being required within approximately one year of the original installation, it is deemed that it would be an arbitrary and capricious use of the police power to require the move to be made at the expense of the company."

Participation was withheld for a number of reasons, some of which are listed as follows:

orig to Rohde
copy to Young
4-26-66

1. Mr. Lindas' October 7, 1963 and September 29, 1964 resume of Oregon Law and Policy relating Utilities did not cover the cited basis of reimbursement. We have instructions that in such situations the particular case should be submitted to the Office of the General Counsel for review. As discussed with your staff attorneys, we had hoped to obtain a legal opinion from you for this purpose.

2. Our primary concern was your reference to arbitrary and capricious use of police power. We do not consider that there would be a manifest abuse of such power to gain an advantage from a desirable

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

and reasonable change in plans regardless of the time element if the State exercised normal care and competent personnel in determining the location of the initial installation.

3. Apparently the initial installation was made on a nonparticipating basis. We are unable to locate any evidence in our files that this office approved the installation.

4. The situation covered in Item 3 was not unusual prior to the issuance of Mr. Lindas' May 20, 1964 and May 27, 1964 letters concerning utility access control on the North Ashland - South Ashland Section, and in general. These letters were instrumental in establishing a uniform practice by the Utilities Liaison Section and Utility Permit Section as well as establishing liaison between the two sections.

5. Your current practice in similar situations is to issue regular nonreimbursable permits with our approval thereof as required. See Gettings Creek Rest Area, Permits Nos. 10377 and 10866, for Project I-5-3(18)175.

6. Though we believe Mr. Hershberger's reference to "the park" actually refers to the rest area, the terminology should be specific in connection with a highway facility since Federal-aid funds do not participate in park facilities even though you can use highway funds for this purpose. We understand that you are developing a State Park adjacent to the rest area; consequently, whether the line serves the rest area or the park should be clearly established.

Further consideration will be given to any additional supporting information which you may wish to furnish. Representatives of this office also would be pleased to clarify or elaborate on any points raised.

In addition, though the adjustment involved is rather minor, if you still claim reimbursement on the basis of arbitrary and capricious use of police power, we would appreciate your furnishing a legal opinion thereon so that it may be referred to our Office of the General Counsel for review, thereby possibly establishing the eligibility of other comparable situations which may arise.

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional work and funds
MAR 28 1966
[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Form A-106—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 2

Project Name Cabin Creek Safety Rest Area Date March 29, 1966

Highway Pacific Contract No. 6730 F. A. Project No. I-5-3(71)145

County Douglas Prefix 610-1013 Account No. 234-02

Description of Work To Be Done:

Drill six horizontal drains into the sidehill to provide a water source for the southbound rest area. Install 1½" perforated, galvanized pipe into the drains.

Location by Station Numbers:

Sta. "Ln" 1425+00

Estimate of Quantities and Costs:

Labor	$ 700.00
Material.	450.00
Equipment Rental . . .	350.00
Total Estimated Cost	$1,500.00

Explanation: This work is necessary to provide an adequate potable water supply for the southbound rest area. This water will be collected, then run across the freeway to the new chlorination building where it will be processed into the water distribution system. This work authorized by Mr. G. L. Decker, Asst. Construction Engineer on March 28, 1966. Anticipated starting date: March 30, 1966

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$139,726.23
Present estimate of project cost, including $1500.00 for work under this order	$143,085.05
Expected ~~under-run~~ over-run (amount)	$ 3,358.82
Expected ~~under-run~~ over-run (per cent)	2.40%

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. E. Chidsey Resident Engineer

Approval Recommended: /s/ Alfred A. Rear Asst. Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd Asst. Division Engineer

Approved: /s/ L. H. Young Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

FORM E-128X BOM 7-65

RECEIVED
MAR 9 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID H. CAMPBELL
PORTLAND

I-5-3(71) 145
6730

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 8, 1966

Southern Pacific Company
Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: Cabin Creek Channel
Cabin Creek Safety Rest Area
Pacific Highway - Douglas County
Contract No. 6730
Project No. I-5-3(71)145

Gentlemen:

This is in reply to your letter of February 11, 1966, in which you request the State to revise their plan to improve the channel for Cabin Creek.

This has been investigated by our forces in the field and they report as follows: the old creek channel is not blocked by our new frontage road. An 18" concrete pipe has been installed in the old channel location to carry the water under our new fill. In the event of high water in Cabin Creek this can act as a safety valve allowing water to pass back into the safety rest area.

The new channel built north of the new frontage road has been built to direct water into the Cabin Creek channel in nearly a perfect longitudinal approach headed downstream. This will mean there should be no scouring of your embankment. The existing Cabin Creek channel between the State's rest area and your tracks is lined with vegetation which will protect the banks of the stream. From what we have observed of Cabin Creek during periods of high water, the velocity in the creek is not sufficient to cause scouring. A reduction of the flood plane for the creek will not effect these velocities to the point they will scour your embankment.

It is our opinion that no problems will arise from our construction in this area. We do not intend at this time to take any remedial corrective measures, since it is almost impossible to determine whether this would aid or worsen the situation as it now exists.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

NOTED
F. B. KLABOE

TWL:bjm

cc: Southern Pacific Company
San Francisco

F. B. Klaboe
E. S. Hunter
L. R. Chandler
J. E. Chidsey

B-2660

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF. 96025

February 11, 1966

IN REPLY PLEASE REFER TO
314

E

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

RECEIVED
FEB 14 1966
CONSTRUCTION
DIVISION

Attention: Mr. T. W. Litchfield

Dear Sir:

Now comes to our attention that the State Highway Department has awarded contract for the construction of Cabin Creek Rest Area between Rice Hill and Oakland, Oregon.

On checking drawing SV373, sheet 4A, note that the existing overflow channel is to be blocked which we designate as Wheeler Creek Channel and a new channel will be constructed on the northerly side of frontage road as shown on sheet 4A. This will divert the overflow, or Wheeler Creek water, into Cabin Creek upstream from existing channel entrance into Cabin Creek and will cause additional water to be diverted towards Southern Pacific Co. property and tracks.

It is also understood that the area enclosed within your fence will be built up to an elevation higher than the existing top of rail. This will block the overflow of Cabin Creek and will tend to force additional water onto railroad facilities. It would be apparent, therefore, that the area to handle the overflow from Cabin Creek will be confined to the area between proposed frontage road and railroad embankment. This may tend to scour and wash out our fill.

Suggest that further study be given by the State Highway Department to remedy this situation and that we be advised in the very near future of steps to be taken to provide a decent channel for Cabin Creek.

Yours truly,

A W Kilborn

TO LR CHANDLER FOR INFORMATION

FORM E-180X 5M 7-65

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(71) 145

6730

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 20, 1966

Douglas Electric Cooperative, Inc.
P. O. Box 1327
Roseburg, Oregon

ATTENTION: Mr. Walker Admire

Re: Power Line Adjustment
Cabin Creek Rest Area
Pacific Highway - Douglas County
Project No. I-5-3(71)149 - Contract No. 6730

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of October 28, 1965, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to proceed with this work as of January 20, 1966.

Reimbursement for work performed subsequent to January 20, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston
(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
James Chidsey
J. L. Gunter
J. E. Holcomb

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 20 1965
FOR FILING
I-5-3(7) 145
6730

Salem, Oregon 97310
December 17, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Oregon Projects I-SON-2(33)26
& I-SON-3(48)79, I-5-3(68)178
& I-5-3(71)145, Oosterwyk
Nurseries, Inc.

I enclose a copy of a letter from Ted Dec concerning alleged violations of payroll procedures by the firm of Oosterwyk Nurseries, Inc.

Please advise the Division and Resident Engineers involved with these contracts to pay close attention to this item and to report immediately any violations.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. R. L. Porter

Enclosure

Form CD-121 (11-63) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Klabee

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 15, 1965

In reply refer to: 08-35-EC

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-2(33)26 & I-80N-3(48)79, I-5-3(68)178 and I-5-3(71)145

In reply to Mr. Porter's December 7 letter, this office tentatively concurred in the award of the contract to Oosterwyk Nurseries for the last two of the referenced projects on November 6 without knowledge of the difficulties the Washington State Highway Department had had with this firm. Subsequently your request for concurrence on the first referenced project required transmittal to our Regional office because the bid exceeded the engineer's estimate by 12.3 percent. Upon receipt of this action, the Regional office promptly notified us, and we in turn verbally advised your office. We considered it would not be proper to withdraw our previous concurrence, nor to withhold concurrence on the remaining project due to a situation which is under investigation pending a final determination thereon.

The full extent of the problems Washington State had with the contractor on these projects came to light in the quoted memorandum from Mr. Peebles dated November 24 in our December 2 memorandum which was intended only to further alert you regarding the present status of the situation.

We suggest that the Resident Engineers on these projects be advised to scrutinize carefully all payrolls and other labor compliance documents as well as conduct careful interviews to prevent a reoccurence of similar actions found in the State of Washington.

When the more detailed reports of the labor investigations as mentioned in our December 2 memorandum are received, we will promptly transmit them to you, so you may advise your Residents what payroll practices to particularly observe.

copies to
Morgan
Young
12-17-65

RECEIVED
DEC 1 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 8 - 1965
FOR FILING

I-5-3(71)145
6720

December 7, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Mr. Parsons:

Re: Oregon Projects I-[illegible]-2(33)26
and I-[illegible]-3(40)79
I-5-3(68)178 and I-5-3(71)145

This will acknowledge receipt of and thank you for your December 2 letter concerning three contracts recently awarded by this Department to Oosterwyk Nurseries, Inc.

The Department followed the normal investigative processes relative to prequalifications prior to the issuance of plans and it is hard to determine now what we might have done had we had knowledge of these Davis-Bacon Act violations.

We are a little puzzled to receive Bureau of Public Roads concurrence in awards to a firm which has been involved in record falsification. Your suggestion that we take all necessary action to avoid labor compliance problems with this contractor is a worthy objective. Your advice and counsel as to how to accomplish this will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. F. B. Klaboe/att
Mr. Victor D. Wolfe
Mr. L. H. Young/att
Mr. C. H. Maison

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 2, 1965

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects I-80N-2(33)26 and I-80N-3(48)79, I-5-3(68)178, and I-5-3(71)145

We have received a copy of correspondence between our Western Counsel Peebles to the Department of Labor, San Francisco concerning the Oosterwyk Nurseries, Inc. recently awarded the subject contracts that we thought would be of interest to your office.

Mr. Peebles' letter in part states:

> "The State of Washington, through its Highway Department, has let certain contracts for the construction of portions of the Interstate Highway System to various prime contractors who have, in turn, subcontracted certain landscaping work to Oosterwyk Nurseries, Inc., formerly Finn Hill Nursery.
>
> "During the course of construction of said contracts, which included Washington Project I-05-3(181)167 and U-025-1(45), Lakeview Blvd. to Shelby St. and Roanoke Connection, it became apparent to the State of Washington, and through the State to the Bureau of Public Roads, that the payroll practices of Mr. Peter Oosterwyk, the prime party in interest in both the corporation and the individual proprietorship, left a lot to be desired. The State and the Bureau of Public Roads have caused extensive investigation to be made into the payroll practices of Mr. Oosterwyk under the Davis-Bacon and related Acts, including falsification of records, in the course of which it has become apparent that there may be violations of the Fair Labor Standards Act and Walsh-Healey Act. The results of the above investigations will be made available to the Department of Labor when received from the State and the Bureau division offices.
>
> "In view of the violations, and apparent violations, encountered in the State of Washington, the Bureau

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

of Public Roads will closely observe anticipated performance in the State of Oregon where this Contractor has since become involved in three Oregon contracts on the Interstate Highway System...."

We recommend that you take any and all necessary action to avoid labor compliance problems with this contractor.

RECEIVED
DEC 3 1985
OFFICE OF

RECEIVED
DEC 6 - 1965
FOR FILING
I-5-2(71) 145
6730

December 6, 1965

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6730, awarded November 4, 1965, for improvement on the Cabin Creek Safety Rest Area of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

We have inserted in your executed copy of the contract a copy of Revision Letter No. 1 which was inadvertently omitted when the contract was assembled. Attached is an extra copy of Revision Letter No. 1 if you wish to insert it in the advance copy that you now hold.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachments

RECEIVED
NOV 23 1965
FOR FILING
I-5-3(71)145

Form CD-121 (11-63) (Repr. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 17, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(71)145
Cabin Creek Safety Rest Area Section

As requested in Mr. Young's letter of November 11, 1965 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 4, 1965 in the award of contract No. 6730 to Oosterwyk Nurseries, Inc., of Kirkland, Washington, low bidder in the amount of $123,701.10 at the November 2, 1965 bid opening.

Use of the Royal Sloan Flush Valve is approved for this project.

REFERRED TO
By Asst. State Hwy. Engr.
11-23-65

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 12 1965
FOR FILING

November 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 3, 1965 is requested in the award of contract for the Cabin Creek Safety Rest Area Section, Project No. I-5-3(71)145.

The contractor receiving the award is Oosterwyk Nurseries, Inc. of Kirkland, Washington in the amount of $123,701.10 with the Contract No. 6730 assigned. This bid was received on November 2, 1965 and awarded November 4, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
NOV 10 1965

I-5-3(71)145

Form CD-121 (11-63) (Prep. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

6/1

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 8, 1965

In reply refer to: 08-35.EC
X-file: 404

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(71)149
Cabin Creek Rest Area
Douglas Electric Cooperative Utility Adjustment

Mr. Litchfield's November 2, 1965 letter requested approval and authorization to proceed with the subject adjustment. Though the plans and estimate are satisfactory, we note that the installation is on public rights of way. We believe there is no legal obligation or discretionary authority for the State to reimburse the utility for such a move. In the absence of an acceptable legal opinion to the effect that the payment by the State is not in violation of its laws, regardless of how recently the permit for the installation may have been issued, Federal participation cannot be approved.

REFERRED TO.
By Asst. State Hwy. Engr.
copy to Young
11-10-65

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 21 1965

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Klaboe
Young
W Lund
10-20-65

DATE: October 11, 1965

In reply refer to: 08-35.2-DB

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(71)145
Cabin Cr. Safety Rest Area
Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further, that control of access rights has been acquired as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports, except possibly for the following:

Access rights - Douglas Elec. Cooperative, Inc.

Authorization to proceed with the utility adjustment included in your estimate is being withheld since the plans and estimate therefor have not been furnished; however, these documents including X-permits eliminating the above noted access right must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

It is recommended that a study be undertaken with respect to determining usage of the men's rest facilities. This study may indicate that it would be desirable to exchange one of the existing comfort facilities to the other type.

You are to be commended for development of your "Reference Index" and its utilization on this project. This consolidated index certainly will reduce our review time and it is conceivable that many other users will note a similar saving in time.

The use of the October 1, 1965 Supplemental General Requirements for Building Construction has been reviewed and is approved for use

RECEIVED
OCT 14 1965
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

on this project. We wish to draw to your attention that the use of the general statement under Article 6-1 Proprietary Commodities, Trade Names and Alternatives does not relieve you of the provisions of paragraphs 5d & 5e of PPM 40-3.1 which indicate that "...references...to single trade name materials will not be approved..." Informing the contractor of three or more choices of each material in the contract documents would alleviate future problems of testing and proof of suitability during the course of construction. It is conceivable that such testing and suitability actions could be a cause of project delay.

The use of Article 102-1.3, Embankment Measure is approved for use on this project.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest, therefore the restriction to use of "Sloan Royal" flush valves as specified in the Special Provisions and the failure to request this action leaves no alternative than to deny Federal participation for this and all other unjustified single item restrictions.

RECEIVED
OCT 11 1965
FOR FILING

FORM E-30 FORM S-68 SP*8470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1965

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Utility R/W Status Report for
November 2, 1965 Contract Letting

NOTED

The status of negotiations with Utilities on all FAI, FA and ER projects for this letting is as follows:

FAI PROJECTS:

1. JEFFERSON ST.-THURMAN ST. SECTION: Clearing

The City of Portland Water Bureau owns service lines scattered from Overton Street to the south end of the project which may conflict with the proposed or future construction. The Water Bureau is now preparing an estimate of cost for "killing" these lines. This work will be accomplished during the life of the contract. No delay is anticipated.

No other Utilities are involved.

2. BRIDAL VEIL-HOOD RIVER SECTION: Screen Planting

No Utilities are involved.

3. CABIN CREEK SAFETY REST AREA: Improvement

Douglas Electric Cooperative, Inc. owns two poles which will conflict with the proposed construction. One pole is on public road right of way and will be moved at no cost to the State. The other pole was installed in 1964 as a result of the State's request for power service to the rest area. Our Legal Department is making a determination as to the State's obligation. The estimated cost for this adjustment is $100. The Utility will not need any additional right of way and the work will be performed during the life of the contract in such a manner as not to interfere with the contractor's operations and at the same time cause a minimum interruption of service to the rest area.

Pacific Northwest Bell Telephone Company owns facilities contacted on a power pole located on public road right of way. This will be moved at no cost to the State. No delay is anticipated.

Staff Attorney's letters to the above-mentioned companies will be submitted to the Bureau of Public Roads by separate correspondence.

4. GETTINGS CREEK SAFETY REST AREA: Improvement

No Utilities are involved.

5. ASHLAND INTERCHANGE (2): Illumination

No Utilities are involved.

6. CELILO-RUFUS SECTION: Grading, Paving and Signing

Negotiations have been in process with the Union Pacific Railroad Company since 1962; however, it will be another 30 to 60 days before the railroad will be able to furnish us a copy of the proposed agreement. A Permit of Entry dated August 19, 1965 has been received from the railroad. Mr. Young's letter of October 5, 1965 requested that the requirement of subparagraph 6e of PPM 21-6.3 relative to a copy of the proposed railroad agreement being furnished the Bureau of Public Roads prior to their concurrence in award be waived.

All other Utilities will be adjusted prior to awarding the contract.

7. IRRIGON JCT.-UMATILLA CO. LINE SECTION: Grading, Paving, Structure & Signing

Umatilla Electric Cooperative Association owns a power line extending the length of the project located mostly on public road right of way, which conflicts with the proposed construction. The estimated cost for the reimbursable portion of this work is $800. It is estimated this work will be completed by January 31, 1966.

Pacific Northwest Bell Telephone Company owns aerial facilities occupying two poles located near the easterly end of the project which will conflict with the proposed construction. One is owned by the telephone company and is on

public road right of way. The other is owned by the power company and is on private property. The estimated cost for the State's share is $200. The estimated date of completion is December 31, 1965.

It is not anticipated the State will reimburse the Utilities for any additional right of way on this section.

Staff Attorney's letters to each of the above-mentioned companies will be submitted to the Bureau of Public Roads by separate correspondence.

8. WILLOW CREEK SECTION: Grading, Paving, Structure & Signing

No Utilities are involved.

9. LIME-MALHEUR CO. LINE SECTION: Grading, Paving, Structures, Signing & Truck Scale Site

Idaho Power Company, El Paso Natural Gas Company and Salt Lake Pipe Line Corporation are in the process of relocating their facilities. It is anticipated this work will be completed before the project is awarded. Pacific Northwest Bell Telephone Company's facilities are located on Idaho Power Company poles so they will adjust their facilities in conjunction with the power company.

ER PROJECTS:

1. TOLEDO SLIDE SECTION: Slide Correction

Central Lincoln P.U.D. owns four power poles which will conflict with the proposed construction. One of these is on private property. The estimated cost to the State is $300 and the estimated date of completion is December 31, 1965.

Toledo T. V. Cable Company owns facilities contacted on power poles located on public road right of way which will conflict with the proposed construction. These will be adjusted at no cost to the State. The estimated date of completion is December 31, 1965.

Pacific Northwest Bell Telephone Company owns telephone facilities located on five poles which will conflict with the proposed construction at M.P. 8.4 slide. One of these is on public road right of way and four are on private property.

The company has facilities contacted on a power pole on public road right of way which will conflict with the slide at M.P. 7.6 to 7.7.

The State's share of this work is estimated to be $900 and the estimated date of completion is December 31, 1965.

The City of Toledo owns water lines located on public road right of way within the city limites of Toledo which will conflict with the proposed construction. This work will be accomplished at no cost to the State and the estimated date of completion is December 31, 1965.

It is not anticipated that it will be necessary for the State to reimburse any Utility on this section for additional right of way.

Staff Attorney's letters to each of the above-mentioned Utilities will be submitted to the Bureau of Public Roads by separate correspondence.

2. SANTIAM DIKE SECTION: Bank Protection

Pacific Power and Light Company owns two anchors located on private property which will conflict with the proposed construction. The estimated cost to the State is $500. The company should have this work completed by November 15, 1965.

It is not anticipated the State will reimburse the Utility for any additional right of way.

Attached you will find two copies of our Staff Attorney's letter to Pacific Power and Light Company

3. DORENA SLIDE SECTION: Shoulder Restoration.

No Utilities are involved.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm
Attachments

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
L. H. Young (13)

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 - 1965
FOR FILING

Form CD-121 (11-63) (Prea. by A.O. 20C-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1965

In reply refer to: 08-35.DB-1

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon I-5-3(-)149
Cabin Creek Safety Rest Area (Southbound)

Your submission requesting an adjustment in the existing control of access line to include within the proposed rest area development a 3.6-acres piece of property previously purchased, and shown on the furnished plan sheet, has been approved as requested.

This approval precludes, however, the participation of FAI funds in the removal of the existing fence and construction of the new fence.

REFERRED TO
Astrup - Young - McGaw
BY ASST. STATE HWY. ENGR.
10-8-65

NOTED
F. B. KLABOE

RECEIVED
OCT 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 15 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(-)149
673A

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 13, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Subject: Cabin Creek Safety Rest Area
Oregon Project I-5-3(-)149

Dear Sir:

There is enclosed for your action three copies of a preliminary development plan (southbound unit) for the subject location.

The area between the existing parking area and the main highway has proven entirely inadequate for development of public use facilities. Consequently, after discussion of the need and with the concurrence of Area Engineer Riedl, negotiations to purchase additional property westerly of the parking area were initiated. The property has since been acquired by the State.

The installation of public use facilities is planned in a small valley. The enclosing fence - new access control line location - encompasses the level area and is far enough up the surrounding wooded slopes not to detract from the appearance of the developed area.

Early approval thereof is requested as contracts for construction of public use facilities is scheduled for the November 2 letting.

Very truly yours,

F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. B. Klaboe ✓
F. D. Morgan
L. H. Young
D. A. Moehring

RECEIVED
SEP 14 1965
OFFICE
STATE HIGHWAY ENGINEER

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

RECEIVED
AUG 13 1965

I-5-3(71)112

(71)

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

CONSTRUCTION DIVISION
RECEIVED
AUG 12 1965
NOTED-- CE ACE ACE ODE

August 10, 1965

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the projects sent with your letter of July 27, 1965. The projects are as follow:

1. Zizag River (Rhododendron) Section, Mt. Hood Highway, Clackamas County.
2. Eagle Point-Salt Creek Section, Lake of the Woods Highway, Jackson County.
3. North Cabin Creek Rest Areas, Pacific Highway, Douglas County.
4. Sage-Independence Section, FAS 932, Benton County.
5. Willamette River Bridge (Salem) Section, Willamina-Salem Highway, Polk County.
6. Santiam River Bridge Section, Pacific Highway, Marion County.

There will be no conflict with wildlife resources as a result of any of these above listed proposed constructions, and the projects are approved.

We appreciate the opportunity to comment.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:jw

8/12/65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (6)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (6)
L. R. Chandler (4)
fp

cc: Director, Oregon Fish Commission

RECEIVED
AUG 13 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 13 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 12 1965
FOR FILING

COMMISSIONERS:
[illegible], CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I - 2 (11) 145

1730

STATE OF OREGON
FISH COMMISSION OF OREGON
507 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

CONSTRUCTION DIVISION
RECEIVED
AUG 9 1965

August 6, 1965

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

The plan title sheets of the following listed projects transmitted to us by your letter dated July 21, 1965 have been received:

1. Cabin Creek Safety Rest Area, Pacific Highway, Douglas County.

2. Crooked Creek Bridge Section, Fremont Highway, Lake County.

3. Nehalem River (Jewell) Bridge Section, Nehalem Highway, Clatsop County.

4. Oxman-Bubbs Ranch Section, Old Oregon Trail Highway, Baker County.

5. Dorena Dam Slide Section, FAS 231, Lane County.

8/9/65
Copies to:
F. B. Klaboe
Frank Hall (5)
L. H. Young
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (4)
J. F. Putnam (2)
A. F. Parson (2)

fp

We expect no conflict with the fisheries resource on item numbers 1 and 5. Also we are in receipt of copies of the Oregon State Game Commission's comments and recommendations to you on item numbers 2, 3, and 4 and are in accord with their recommendations. Considerable care should be taken to avoid heavy silt loads in the streams. Your favorable consideration in these matters will be appreciated.

NOTED
F.B. KLABOE

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

RECEIVED
AUG 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1965

Form CB-121 (11-63) (Prep. by A.O. [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-3(-)149
6730

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 5, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-3(-)149
Cabin Creek Safety Rest Area

Reference is made to previous correspondence relative to the Cabin Creek Safety Rest Area, Northbound.

The information you furnished has been reviewed and on the basis that you have satisfactorily established that a need for permanent type comfort and convenience facilities now exists; that such comfort and convenience facilities cannot be reasonably accommodated in the existing area available; and that through relocation of the existing frontage road in the area an overall reasonable cost plan, in keeping with the AASHO Rest Area Policy and IM 21-4-65 can be developed, we have been authorized to approve reconstruction of the frontage road on the proposed relocation with Federal-aid Interstate fund participation. Approval is hereby granted for such reconstruction of the frontage road and the access control fence.

With regard to the southbound rest area, it appears that the size of the existing area is in reasonable conformity with the intent and guides set forth in the AASHO Rest Area Policy and IM 21-4-65. Therefore, any expansion of this rest area would not be considered eligible for Interstate fund financing.

Young
Please have
attorney advise
me

RECEIVED
MAY 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Orig to Young
5-7-65

RECEIVED
MAR 5 - 1965
FOR FILING
I-5-3 (71) 145
6760

March 5, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Cabin Creek Safety Rest Area

Dear Sir:

Reference is made to our letters of July 19 and July 23, 1964, justifying and requesting Federal participation in the construction of public-use facilities at the subject site, and to your reply of August 7, 1964.

With respect to the unit serving northbound traffic, we do not concur in moving the access control line as this would unduly restrict the area available for development and use by the public. We would consider favorably your recommendation to move the frontage road further east with a comparable change in the access control line, if you will participate in the cost. Our preliminary estimate of this construction is $20,000, not including additional fencing required. Sketch plans and cost estimates of the frontage road revision are attached.

With respect to the southbound traffic unit, we believe redesign of the parking area is justified, based on our present knowledge of rest area use. We do not think that perpetuation of an error is reasonable. We also believe Mr. Whitton's memoranda of January 25, 1965, "SUBJECT: The President's Roadside Beautification Program", in which is stated that future revision to PPMs on rest areas "...should not preclude the early preparation of such Federal-aid projects by the State and approval by the Bureau for improvements of existing rest areas..." is pertinent. To us, our request for enlarging the parking area insures "prudent use of Federal-aid funds" and is a necessary improvement qualifying for Federal participation.

May we have your early approval, so that final plans for the construction of the Cabin Creek Safety Rest Area can be completed and construction begin.

Very truly yours,

Forrest Cooper
State Highway Engineer

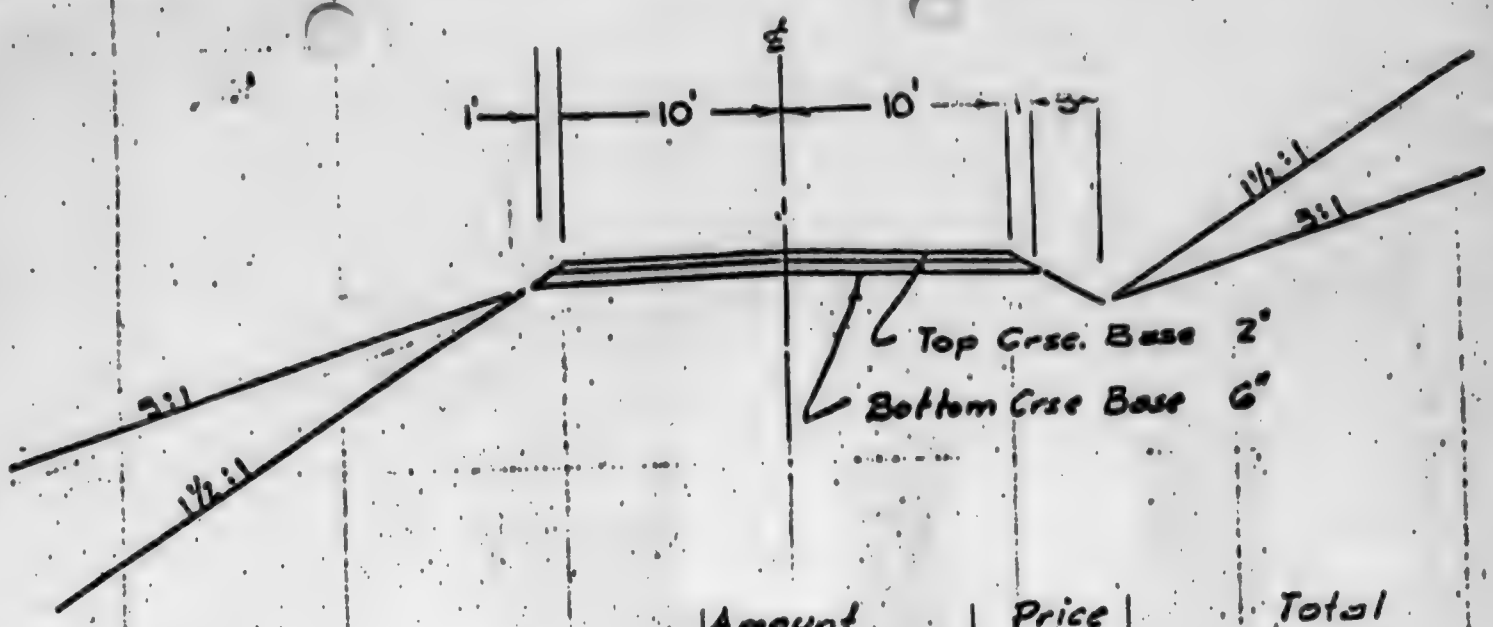
By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Mark Astrup
L. H. Young
C. H. Maison

MHA:de: ajw



		Amount	Price	Total
Clear & Grubb	1½ Ac.	2	1,000.00	2,000
Emb. in Place	16,000 C.Y.	7,000	1.00	7,000
Leveling	225 C.Y.	250	5.75	1,438
Base Crse.	750 C.Y.	825	5.50	4,538
15" Pipe	150 L.F.	165	5.00	825
		Subtotal		15,801
		+20% E & C.		4,199
				20,000

Triple 1.5'h x 4' Wide Wood Culv. Under R.R.

Southern Pacific Railroad

16' Bot 30' Top 5' Deep

Cabin Creek

3' Wide 2' Deep

Flood Evidence 3' over ground

16' Bot 40' Top 10' Deep

R/W Line

3' Wide 2' Deep

Existing Frontage Road

1165

N. Bound Lanes

N Cabin Cr. East Area.
Douglas County Pacific Hwy.

RECEIVED
OCT 6 - 1964

FORM E-80X 9OM 3-63 49008

FOR FILING
E-5-3(71) 145
C750

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 2, 1964

To:

SUBJECT: Cabin Creek Rest Area

MEMO TO THE FILES

In a telephone call to this office this morning Mr. Gunter advised that there is now drinking water on the east side of the Cabin Creek Rest Area as well as on the west side.

June Evans
Secretary

je

cc: Tom Edwards

RECEIVED
OCT 6 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 14 1964
FOR FILING

477 Cottage Street, N.E.
Salem, Oregon - 97301

August 7, 1964

08-35.7

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

Oregon Project I-5-3(-)148
Cabin Creek Rest Area

In regard to Mr. Shaw's letters of July 9, and July 23, 1964, requesting Federal participation for the Cabin Creek Rest Area convenience facilities, we believe modification of the existing plan should be considered prior to our submission of your request to our Washington office. There appears to be several alternatives available to insure a better position for approval of Interstate Federal funds for development of this facility. On the Northbound rest area site:

1. Relocate access control line to a position between existing frontage road and the convenience facility, parallel to the frontage road, thereby allowing for development of the area between existing facilities and the access control line.

2. Relocate frontage road further to the east as well as moving access control line to the east so that it parallels the new frontage road, thus increasing the size of the rest area within reasonable limits. This change of frontage road would have to be accomplished without the aid of Federal participation.

Under alternative one you should re-examine the appraisals for the right-of-way obtained and release credit for that amount of Federal-aid Interstate funds participating in the purchase of parcels #31259, parcel two, and #31260, parcel three. This is necessary because we feel that under this alternative the total right-of-way purchased for the Northbound rest area exceeds that required for the development of rest and convenience facilities for the Interstate traveler and provide some protective natural features.

On the Southbound rest area site we cannot at this time see how Federal-aid Interstate funds can participate in the revision of the parking lot beyond that originally approved under Project I-5-3(16)145, Rice Hill-N. Oakland Jct. Section.

You are reminded that the access lines should encompass the rest area site with no points of access allowed within the rest area.

As previously covered in our July 31, 1964 memorandum on I-5-4(39)241, Santiam Rest Area and our August 6, 1964 memorandum on I-5-2(36)81, Cow

original to Barbee
cc Young
8-14-64

LLOYD P. SHAW

Creek Safety rest area development of convenience facilities beyond the scope of that built under the Oak Grove Safety Rest Area, I-5-4(40)206, can not be approved for Federal-aid Interstate participation.

Please examine the above recommendations and requisites and advise us of your decision on the course you wish to follow.

RECEIVED
AUG 10 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 31 1964

T.C.R. File

E 3 3(11) 14

2 1 2 3

MCE RSS 104 7-30-64 1 Sh. Pl.

E S HUNTER

THE CONCRETE SLABS AND PORTABLE TOILETS HAVE BEEN INSTALLED AT CABIN CREEK REST AREA

JOHN GUNTER

--.
SE

NOTED
J. A. PHILLIPS

NOTED
J. EDWARDS

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1964
FOR FILING
I-5-E(71) 145
6730

July 23, 1964

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Cabin Creek

Dear Sir:

Supplementing our letter of July 9, subject as above, we wish to submit additional information concerning the projected use and development of the Cabin Creek Safety Rest Area.

A traffic recorder survey, made in early April of this year, disclosed that the daily number of vehicles entering averaged over three per cent of highway traffic, this, with wholly inadequate public-use facilities. Based on surveys made at the Oak Grove Safety Rest Area, an estimate of projected 1975 use has been prepared and is submitted. (Enclosure 1)

A preliminary development plan is also attached (Enclosure 2) sketching the proposed redevelopment of the parking area to more adequately accommodate truck and trailer requirements for southbound traffic. This is made possible by the acquisition of an additional 4.5 acres of land by the State. No revision of the parking area serving northbound traffic is anticipated at this time. It is located (Enclosure 3) approximately one-half mile south of the rest area serving southbound traffic, the choice restricted and predicated by ground conditions.

Our experience of this year discloses that rest areas have a definite defense value. Troop convoys enroute from Fort Lewis to, and returning from, maneuvers in the south regularly used our rest areas for rest stops, a value to the government not anticipated. We are also informed there is an

increasing use of rest areas by bus traffic. Thus, all factors point to a high, continuing use warranting immediate construction of adequate public convenience facilities with Federal participation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Mark Astrup
L. H. Young
C. H. Maison

MHA:de: ajw

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
July 1964

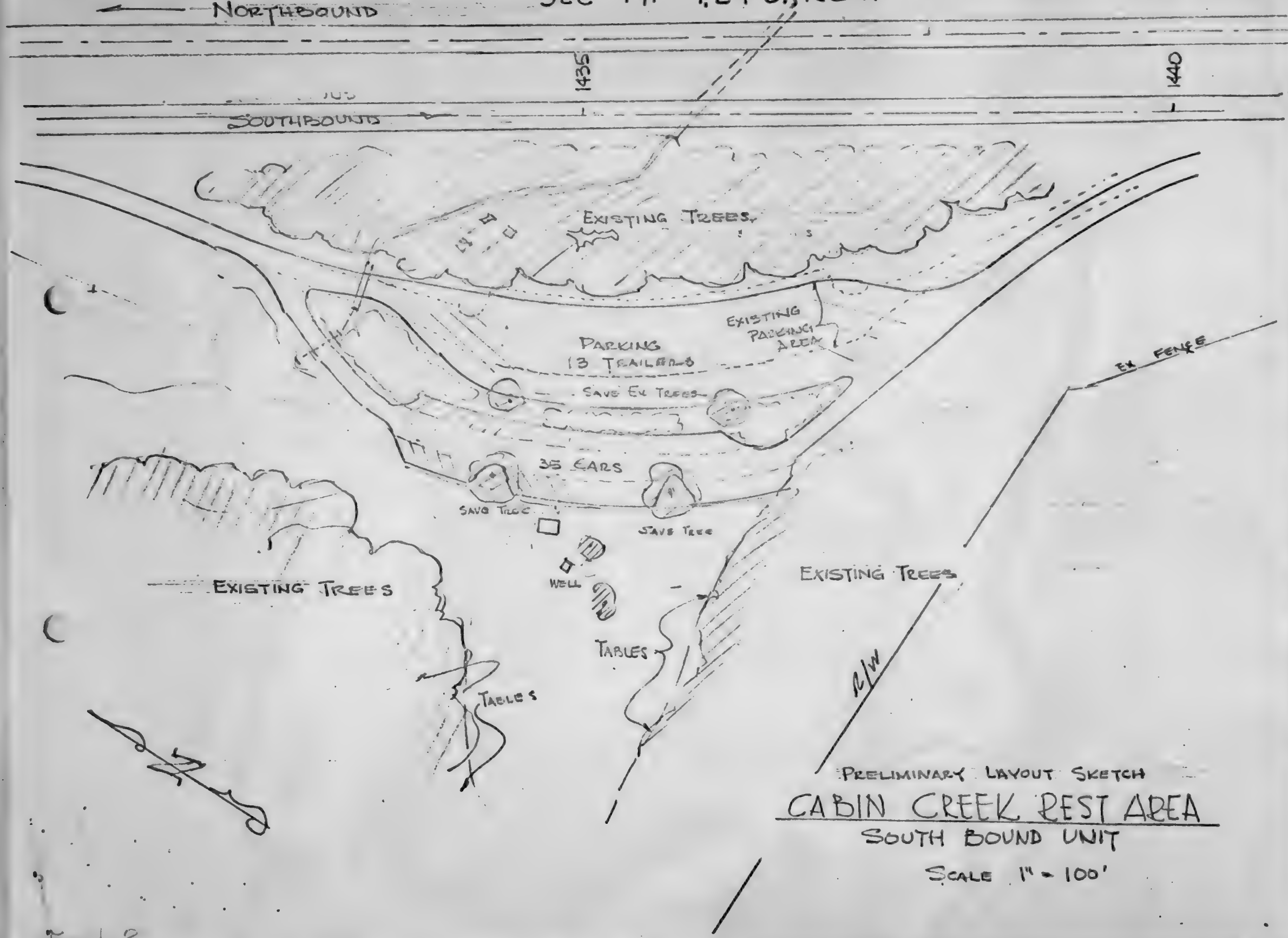
ESTIMATED AMOUNT OF REST AREA USE AND RELATED INFORMATION FOR CABIN CREEK SAFETY REST AREA

Pacific Hwy. No. 1 - M.P. 175
Summer 1975

Average Daily Traffic	
1964 (estimated)	5,400
1975 (estimated	9,950
1975 Summer Average Daily Traffic (factor 1.25)	12,400
Average Daily Traffic, One Direction (assuming 50 percent traffic split)	6,200
Daily Number of Vehicles Entering Rest Area, One Direction (10 percent)	620
Average Daily Number of Vehicles Accumulated in Rest Area at Peak Moment, One Direction (5.8 percent of number entering)	36
Single Light Vehicles (70 percent)	25
Trucks and Vehicle Combinations (30 percent)	11
Average Daily Number of Tables in Use During Peak Moment, One Direction (1/3 of peak vehicle accumulation)	12
Average Daily Number of Persons Desiring Use of Restrooms at Peak Moment, One Direction (2.0 persons per vehicle x 0.25)	18
Average Daily Number of Persons Using Drinking Water Facilities, One Direction (1.2 persons per vehicle)	740
Average Daily Number of Persons Using Restrooms, One Direction (2.0 persons per vehicle)	1,240
Average Daily Number of Persons Using Rest Area, One Direction (2.3 persons per vehicle)	1,420

Encl. 1.

SEC 17. T.24 S., R5W



PRELIMINARY LAYOUT SKETCH

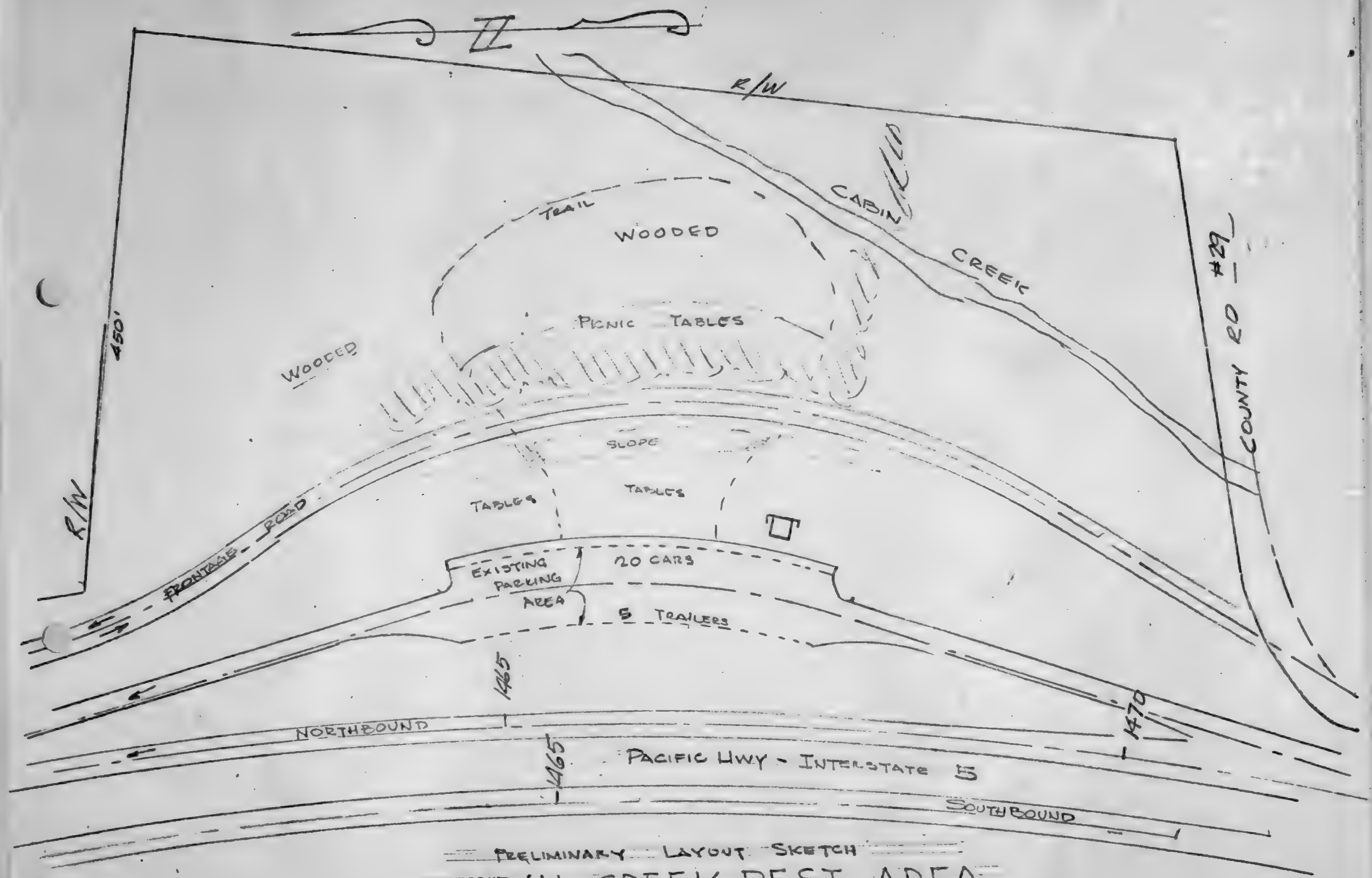
CABIN CREEK REST AREA

SOUTH BOUND UNIT

SCALE 1" = 100'

Encl. 2

T24 S. R. 5 W



PRELIMINARY LAYOUT SKETCH

CABIN CREEK REST AREA

NORTH BOUND UNIT

SCALE 1" = 100'

Encl. 3

RECEIVED
JUL 10 1964
FOR FILING

[illegible]
[illegible]
[illegible]

July 9, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: Cabin Creek

Dear Sir:

Reference is made to Commissioner Armstrong's memoranda to Regional and Division Engineers of the Bureau of Public Roads, dated August 6 and September 30, 1959 on the subject "Safety Rest Areas on Interstate Highways".

These memoranda limited Federal participation in the construction of public-use and convenience facilities provided at safety rest areas "...except where, because of specifically significant historical or natural values, especially high continuing use may be expected. These expected instances will require prior approval of the Washington Office for participation." We submit that the natural values extant at the Cabin Creek Safety Rest Area site and the high continuing use expected qualifies and justifies approval of Federal participation in the construction of requisite public-use facilities.

A study was initiated at the beginning of the Interstate program to locate suitable rest area sites on the system in Oregon. (See attached map.) The spacing and other site selection factors considered were identical to those later published in "Policy on Safety Rest Areas for the National System of Interstate and Defense Highways". This particular site was chosen because, first, the natural beauty of the grove of trees in the area and, geographically, to conform with the 35- to 45-mile spacing desired. The distance to the proposed Gettings Creek Safety Rest Area is 35 miles northerly, and the proposed Umpqua River Safety Rest Area is 31 miles south.

The construction of basic highway access and parking area facilities at this site was completed under grading and paving contracts. Subsequently, through use by the public and

to meet demands of State Sanitarians, temporary pit toilets have been constructed to accommodate the traveling public. They are not adequate or satisfactory due to the high use. The paucity of private facilities near this location and the evident preference of Interstate highway travelers not to leave the highway, coupled with increasing use being experienced at the Oak Grove Safety Rest Area, confirms our contention that there will be a continuing high use of this site. This heavy usage requires the installation of flush toilets and drinking water, if standards of sanitation and convenience acceptable to the public are maintained.

Since construction of the parking area off the southbound lane, use has conclusively proved that area originally designed for public use is inadequate. Accordingly, the State has purchased additional acreage which will permit needed enlargement of the parking area and installation of public-use facilities in the oak-covered valley west of the parking area. This is a scenic woodland providing desireable shade to tired motorists on hot summer days. The captions of the enclosed pictures show the kind and extent of natural tree cover in the area.

Many expressions of public appreciation of safety rest areas, plus our observations of increasing use of existing locations, have convinced us that there will be a continuing and increasingly important public use of the Cabin Creek Safety Rest Area. We also believe that the site has significant natural scenic values to justify Federal participation in construction of public-use facilities.

Accordingly, we urge and recommend modification of existing Bureau of Public Roads' policy to authorize Federal participation in the construction of modern convenience and comfort facilities at Cabin Creek. These include development of potable water, construction of tables, paths, flush toilets, and sewage disposal systems using previously approved standard rest area plans. Oregon is willing and capable of furnishing adequate maintenance so that our safety rest areas are a source of pride to the State and Federal Governments and a service to road users.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan
Mark Astrup
L. H. Young
C. H. Maison

MHA:fp: ajw

STATE OF OREGON

FEDERAL AID INTERSTATE HIGHWAY SYSTEM

SALEM REGIONAL LOCATIONS I-5

1 July 1964

ASTORIA

SEASIDE

ATSOP

HELENS

PACIFIC OCEAN

WASHINGTON

TILLAMOOK

TILLAMOOK

PORTLAND

COLUMBIA

HOOD RIVER

DALLES

Boardman

Arlington

PENDLETON

MORROW

UMATILLA

Meacham

WALLOWA

Enterprise

Joseph

LA GRANDE

UNION

Heppner

Condon

Fossil

Spray

North Powder

Halfway

BAKER

Grove

MULTNOMAH

See Insert Map

Sandy

BALDOCK

OREGON CITY

Government Camp

Newberg

McMINNVILLE

MHILL

Woodburn

CLACKAMAS

WASCO

Maupin

Grass Valley

SHERMAN

GILLIAM

DALLAS

Monmouth

POLK

SALEM

See Insert Map

MARION

SANTIAM RIVER

Sweet Home

Scio

JEFFERSON

Madras

WHEELER

GRANT

BAKER

Newport

Toledo

CORVALLIS

ALBANY

LINN

Mitchell

Dayville

John Day

Unity

Canyon City

Huntington

Waldport

Halsey

OAK GROVE

Sisters

Redmond

Prineville

Junction City

SPRINGFIELD

Blue River

BEND

CROOK

Vale

Ontario

Nyssa

Florence

Swisshome

EUGENE

See Insert Map

LANE

DESCHUTES

Brothers

HARNEY

Juntura

Cottage Grove

GETTINGS CREEK

Oakridge

Reedsport

Drain

Elkton

Lapine

LEGEND:

Hampton

BURNS

MALHEUR

Crane

PROPOSED

PARKING

CONSTRUCTED

COMPLETED

UNDER CONTRACT

CABIN CREEK

Oakland

NORTH BEND

COOS BAY

COOS

DOUGLAS

Chemult

Silver Lake

Bandon

Coquille

Winston

ROSEBURG

SO. UMPQUA

Myrtle Point

Myrtle Creek

Canyonville

Crater Lake

COW CREEK

Port Orford

Ft. Klamath

KLAMATH

LAKE

CURRY

Trail

Gold Hill

MANZANITA

JOSEPHINE

Gold Beach

GRANTS PASS

Beatty

MEDFORD

Kerby

ASHLAND

KLAMATH FALLS

LAKEVIEW

Brookings

Oregon Caves

SISKIYOU

Merrill

INSERT MAPS SHOWING ADDITIONAL ROUTES AT URBAN AREAS

EUGENE & VICINITY

Willamette River

Mt. Maxxam

105

5

SPRINGFIELD

EUGENE

To Florence

SALEM & VICINITY

To Portland

305

5

To Albany

PORTLAND & VICINITY

Columbia River

Willamette River

VANCOUVER

WASHINGTON

OREGON

5

405

80 N

Oswego

205

Milwaukie

[illegible] picnic area serving
[illegible] Cedar Creek
Lodge and I-C Cabins

Cedar Creek parking area. Typical pit toilets
and picnic tables now used. Situated in
grove at head of portage.

View of portion of land purchased by State to permit necessary expansion. Public use facilities will be reconstructed here taking advantage of natural beauty.

House ~~ruins~~ torn down on property acquired for construction of public use facilities Cabin Creek Safety Rest Area.

TEMPORARY FACILITIES
PENDING REST AREA
IMPROVEMENTS

REST AREA

[illegible] Salem Post Office
Oregon

[illegible] and
[illegible] [illegible]
[illegible]
[illegible]

14-1106 RR Br. over boat basin channel 1965
on Cascade Locks-Mitchell Point
#6731 Sec., Columbia River Hwy.

KR 619

RECEIVED
APR 21 1967
FOR FILING

14-1106
67:1

April 20, 1967

United Pacific Insurance Company
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,172.78 will be made to you at the above address on Contract No. 6731 awarded to Cumming and Webber, Inc., for construction of the boat basin access bridge (U.P.R.R.) on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County, as soon as the warrant is prepared.

The total amount paid on this contract will be $169,197.25 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Cumming and Webber, Inc.
600 S.E. 181st Avenue
Portland, Oregon 97236

C.H. Maison
Attn: John Herr

RECEIVED
APR 8 - 1967

14-1106

6731

April 6, 1967

United Pacific Insurance Company
Box 1216
Tacoma, Washington 98401

Attention: Mr. Robert L. Miller
Claims Supervisor

Gentlemen:

In response to your letter of April 4, I checked concerning the status of release of $4,000 retained for railroad flagging charges on Contract No. 6731 awarded to Cumming & Webber, Inc.

The billing has been returned from the Union Pacific Railroad home office and is being audited. It is expected that funds retained will be released in two or three weeks.

This contract was completed on July 29, 1966, and accepted by the Highway Commission on December 8, 1966. Final payment other than the retainage for flagging costs was sent to your office on December 20, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ge

RECEIVED
APR 3 8 57 PM '67
CLAY MYERS
SECRETARY OF STATE

DISTRIBUTED
APR 3 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDEL, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File #4291

FILED
APR 3 1967
CLAY MYERS
SECRETARY OF STATE

14-H.C.
6731

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 31, 1967

Hutchinson, Schwab & Burdick
Attorneys at Law
1200 Oregon National Building
Portland, Oregon 97205

NOTED ON CARD

Attention: Mr. Denton G. Burdick, Jr.

Gentlemen:

This is in reply to your letter of March 30 and attached Notice of Claim of Mercer Steel Co., Inc., stating that Cummings and Webber owes them for labor and materials in the amount of $5,405.06 plus interest.

This appears to be in reference to the Cumming and Webber, Inc., Contract No. 6731 for the Boat Basin Access Bridge (U.P.R.R.) on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

The United Pacific Insurance Company through Mansfield and Company, 2828 S.W. Corbett Street, Portland, furnished the bond on this contract. We will advise them of the receipt of this claim and we will file it with the Secretary of State.

Please advise us when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Cumming and Webber, Inc.
United Pacific Insurance Company
Mansfield and Company
Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

RECEIVED
APR 4 1967
OREGON
STATE HIGHWAY COMMISSION

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
S. W. SIXTH AVENUE AND ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON G. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON

March 30, 1967

CERTIFIED - RETURN RECEIPT REQUESTED

State of Oregon
Oregon State Highway Commission
Salem, Oregon 97310

Attention: Mr. Floyd Query, Secretary

Gentlemen:

Re: Oregon State Highway Department Contract #6731 - Cummings & Webber - Boat Basin Access Bridge Project

On behalf of our client, Mercer Steel Co., Inc., we enclose a claim against the bond given by United Pacific Insurance Company in connection with the above work.

Will you kindly acknowledge receipt of the enclosure.

Very truly yours,

Denton G. Burdick, Jr. of
HUTCHINSON, SCHWAB & BURDICK

DGB:mb
Enclosure

cc: - United Pacific Insurance Company
P. O. Box 1216
Tacoma, Washington 98401
Attn: Mr. Robert L. Miller
Claim Supervisor

- Mercer Steel Co.
Attn: Mr. Russell Taylor

Cc - please handle -E

NOTED
FLOYD QUERY

RECEIVED
MAR 31 1967
OREGON
STATE HIGHWAY COMMISSION

TO: STATE OF OREGON
OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned, MERCER STEEL CO., INC., has a claim for labor and materials consisting of reinforcing steel and placing furnished to CUMMINGS & WEBBER, INC., a corporation, by Mercer Steel Co., Inc., in the sum of $5,405.06, plus interest, against the bond taken from Cummings & Webber, Inc., Principal, and UNITED PACIFIC INSURANCE COMPANY, Surety, for the work of Boat Basin Access Bridge Project, Oregon State Highway Commission Contract No. 6731.

DATED this 28 day of March, 1967.

MERCER STEEL CO., INC.

By _____
Assistant Secretary

RECEIVED
FEB 16 1967
FOR FILING
6731

February 16, 1967

Mr. Robert L. Miller, Claims Supervisor
United Pacific Insurance Company
728 St. Helens Avenue
Tacoma, Washington 98401

Boat Basin Access Bridge
State Contract No. 6731
Contractor: Cummings & Webber, Inc.

Dear Mr. Miller:

In reply to your letter of February 7, 1967, this is to advise that the bills for the railroad flagging costs on the subject project were received in January, and an audit was made by the Resident Engineer of the project.

Upon completion of the audit, it was determined that costs for unrelated work had been included in the billings. On January 27, a meeting was held between the Railroad and Highway Department representatives in an effort to establish a breakdown of costs to the related projects.

The billing has been returned to the Union Pacific Railroad home office for revision, and the revised billings will be processed immediately upon their return to this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CRN:ia
cc: F. E. Klaboe
Vic Wolfe
C. H. Maison

RECEIVED
DEC 9 1966
FOR FILING
14-1106
6731

December 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed July 29, 1966, on Contract No. 6731. The contract was with Cumming & Webber, Inc. and was for the Boat Basin Access Bridge on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. W. Rulien

bg

FORM E-140X. 50M 7-66

RECEIVED
DEC 1 1966

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
NOV 25 1966
TOM McCALL
SECRETARY OF STATE

Clg. m F. le No. F 240
14-1-22

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
NOV 25 10 17 AM '66
TOM McCALL
SECRETARY OF STATE

November 23, 1966

Empire Building Material Company
9435 N. A. Maloey Street
Portland 20, Oregon

Gentlemen:

This is to acknowledge receipt of your claim letter of November 18 stating that Cumming & Webber, Inc., owes you for material in the amount of $1,254.

Your letter states that this is in reference to Cumming & Webber, Inc., Contract No. 6731 for the Boat Basin Access Bridge U.P.R.R. on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

The United Pacific Insurance Company through Mansfield and Company, 2848 S. W. Corbett Street, Portland 97201, furnished the performance bond on this contract. We will advise them of the receipt of your letter and we will also forward your claim letter to the Secretary of State for filing.

When your claim has been paid, please let us know so that we can clear our records.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
WLW

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
NOV 28 1966
OREGON
STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Mansfield and Company
Cumming & Webber, Inc.
2 Commissioners
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of your letter.

EMPIRE BUILDING MATERIAL CO.

9255 N. E. HALSEY STREET • Alpine 4-6535 • PORTLAND 20, OREGON

November 18, 1966

RECEIVED
NOV 21 1966
OMC
STATE HIGHWAY COMMISSION

State of Oregon
State Highway Commission
Salem, Oregon 97310

Gentlemen: RE: Contract #6731

We wish to submit our claim of One Thousand, Two Hundred Fifty Four Dollars ($1,254.00) balance due on our Contract for furnishing Cumming and Webber, Inc. 16" Octagonal Pile for Boat Basin Access Bridge U.P.R.R. Cascade Locks - Mitchell Pt. Section - Bridge #9366, Contract #6731.

Since we are unable to get this payment from Cumming and Webber, Inc., we ask that it be submitted to the Bonding Company for payment.

Sincerely,

Frank Spangler

Frank Spangler, President
EMPIRE BUILDING MATERIAL CO.

cc: United Pacific Ins. Co.

FS:lg

NOTED
FLOYD QUER.

RECEIVED
OCT 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FILED
OCT 11 1966
TOM McCALL
SECRETARY OF STATE

RECEIVED
OCT 11 8 00 AM '66
TOM McCALL
SECRETARY OF STATE

Dear Sir:

Gentlemen:

This will acknowledge receipt on your letter of October 7 stating that Claim [illegible] for small blasting and stumps.

You state that this is in reference to the [illegible] Contract No. [illegible] for a road [illegible] bridge (U.S.A.) at the Deschutes [illegible] (Old) portion of the Detroit-Idleyld (Alma to Coal Creek).

The United [illegible] Insurance Company through [illegible] Company, Adjusters, [illegible], has advised the performance bond which is given to insure completion of the contract and payment of all bills incurred in it. We will advise them of the receipt of your letter and we will also forward your letter to the Secretary of State for filing. His action will protect your claim under the bond.

[illegible] at this time, your claim can be paid.

Very truly yours,

[illegible]

[illegible], Secretary

NOTED ON CARD

cc: United [illegible] Insurance Company
[illegible] Company
[illegible] & Potter, Inc.
Commissioners
Hon. Tom McCall (P.S. Please acknowledge receipt of this claim on the enclosed copy of your letter.)

RECEIVED
OCT 11 1966
OREGON
STATE HIGHWAY COMMISSION

SANDBLASTING
&
STEAM CLEANING CO.

Sandblasting • Steam Cleaning • Industrial Painting
of
- BRIDGES
- BUILDINGS
- TANKS
- MACHINERY
- EQUIPMENT

6117 N. E. LOMBARD • PORTLAND, OREGON 97218

281-7353

October 4,1966

Oregon State Highway Commission
Salem, Oregon.

Re: Partridge & Webber Contractor
Dorr Main Across Bridge U.P.R.R.
Contract # 6731

Gentlemen: Notification of Sub- Contract bid item#8 Structural Steel - All necessary sandblasting and [illegible] - $ 8250.00

Extra Concrete Painting - 268.86

Total $ 8518.86

This is to notify you we have not been paid by the General Contractor to date. Will you please notify us as to what procedure to take in order to collect this amount due us.

Yours truly,

All SANDBLASTING AND
STEAMCLEANING CO,. INC.

Harlin Cornett. Pres.

HC/a

RECEIVED
OCT 1 - 1966

Form E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FILED
TOM McCALL
SECRETARY OF STATE

RECEIVED
OCT 3 9 00 AM '66
TOM McCALL
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 30, 1966

File No. 7217

Pattullo, Gleason, Griswold & Hinson
Attorneys at Law
710 S. W. Third Avenue
Portland 4, Oregon

Attention: Mr. W. B. Hinson

Gentlemen:

This will acknowledge receipt of your letter of September 23 and attached Notice of Claim of Northwest Steel Fabricators, Inc., stating Cumming and Webber, Inc., owes them $77,300, plus interest, for fabricated steel.

This appears to be in connection with the Cumming and Webber, Inc. Contract No. 6731 for construction of the boat basin access on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

The surety on this project is United Pacific Insurance Company through Mansfield and Company, 2828 S. W. Corbett Street, Portland. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Please inform us when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Cumming and Webber, Inc.
United Pacific Insurance Company
Mansfield and Company
Glenn Jackson
David B. Simpson
Hon. Tom McCall

NOTED ON CARD
gk

C. W. HEAD

RECEIVED
OCT 4 - 1966
STATE ...

PATTULLO, GLEASON, GRISWOLD & HINSON
ATTORNEYS AT LAW

DAVID S. PATTULLO
H. MYRON GLEASON
DONALD J. GRISWOLD
WALTER B. HINSON
PATRICIA A. LISBAKKEN
ROGER A. NELSON
JACQUES B. NICHOLS

710 S. W. THIRD AVENUE
PORTLAND 4, OREGON
TELEPHONE 224-6383

September 23, 1966

Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Re: Boat Basin Access Bridge No. 9366,
Contract No. 6731

Dear Mr. Query:

I have enclosed, in duplicate, notice of claim - state public works bond executed by our client, Northwest Steel Fabricators, Inc. against the bond taken from Cumming & Webber, Inc. as principal and United Pacific Insurance Company, as surety. This claim covers fabricated steel delivered to the above job site June 1, 1966 and June 2, 1966, payment for the steel having been made by your office to the contractor on June 20, 1966.

This matter has been discussed with the contractor, on numerous occasions, and it now appears no satisfactory arrangement concerning the payment of the sum due can be made. Notice of this claim is also being given to the contractor and to the surety.

Yours very truly,

W. B. Hinson

Cc ✓

WBH:lg

Enclosures

RECEIVED
SEP 2 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTICE OF CLAIM - STATE PUBLIC WORKS BOND

TO: Mr. Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon 97310

Notice is hereby given that the undersigned, NORTHWEST STEEL FABRICATORS, INC., has a claim for fabricated steel delivered June 1, 1966 and June 2, 1966 in the sum of $77,300.00, together with interest thereon at the rate of 6 percent per annum from June 20, 1966, until paid, against the bond taken from CUMMING & WEBBER, INC., as principal, and UNITED PACIFIC INSURANCE COMPANY, as surety, for the work described as Boat Basin Access Bridge No. 9366, Contract No. 6731.

This notice is given pursuant to ORS, Chapter 279.

DATED this 20th day of September, 1966.

NORTHWEST STEEL FABRICATORS, INC.

By: H.J. Dick
President

2000 East Columbia Way
Vancouver, Washington

RECEIVED
SEP 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 6 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

14-406
6731

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 24, 1966

Parker & Abraham
Attorneys at Law
405 Third Street
Hood River, Oregon 97031

Attention: Kenneth M. Abraham

Gentlemen:

This is to acknowledge receipt of your letter of August 19 and attached Notice of Claim of your client John O. Nelson, the Hood River Sand and Gravel stating that Cumming and Webber, Inc., owes them $4,[illegible].00 for concrete ready-mix.

This appears to be in connection with the Cumming and Webber, Inc., Contract No. 6731 for a boat basin access bridge on the Cascade Locks-Hitchell Point Section of the Columbia River Highway in Hood River County.

The United Pacific Insurance Company through Mansfield and Company, 1215 S. W. Market Street, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will forward it to the Secretary of State for filing.

Please let us know when your client's claim has been satisfied, so that we may clear our records.

Very truly yours,

Floyd Avery, Secretary
OREGON State Highway Commission

cc: United Pacific Insurance Company
Mansfield and Company
Cumming & Webber, Inc.
2 Commissioners
Hon. Tom Mosall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

noted sk

PARKER & ABRAHAM
ATTORNEYS AT LAW
205 THIRD STREET
HOOD RIVER, OREGON 97031

VAWTER PARKER
KENNETH M. ABRAHAM

AREA CODE 503
TELEPHONE 386-1411

August 19, 1966

Floyd Query
Oregon State Highway Commission
State Highway Commission Bldg.
Salem, Oregon 97310

Dear Sir:

Enclosed find a copy of a Notice of Claim on behalf of John J. Nelson doing business as the Hood River Sand and Gravel. A copy of this letter together with a copy of this notice of lien is being sent to Cumming and Webber at 1600 S. E. 181st Street, Portland, Oregon.

I would appreciate it if you would acknowledge receipt of this Notice of Claim.

Sincerely yours,

Kenneth M. Abraham

KMA/bc
Enclosure
cc: Cumming & Webber
1600 S. E. 181st St.
Portland, Oregon

Cc please ack
76

NOTED
FLOYD QUERY

RECEIVED
AUG 23 1966
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

To the State of Oregon acting by and through the Oregon State Highway Commission:

Notice is hereby given that the undersigned, JOHN J. NELSON, dba as the Hood River Sand, Gravel, and Ready-Mix, P.O. Box 155, Hood River, Oregon 97031 has a claim for concrete ready-mix furnished to Cumming and Webber Inc., 1600 S. E. 181st Street, Portland, Oregon in the sum of $4,006.00 as itemized in Exhibit "A" attached hereto against the bond held with the Oregon State Highway Commission by Cumming and Webber Inc. for work performed on a railroad bridge in Wyeth, Oregon within the county of Hood River under Contract No. 6731; 141106. That no part of said claim has been paid.

Dated this 19th day of August 1966.

John J. Nelson

STATE OF OREGON)
) ss.
County of Hood River)

August 19, 1966

I, JOHN J. NELSON, being first duly sworn, depose and say:

That I am the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein setforth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

John J. Nelson

Subscribed and sworn to before me this 19th day of August, 1966.

Notary Public

NOTICE OF CLAIM

To the State of Oregon acting by and through the Oregon State Highway Commission:

Notice is hereby given that the undersigned, JOHN J. NELSON, dba as the Hood River Sand, Gravel, and Ready-Mix, P.O. Box 155, Hood River, Oregon 97031 has a claim for concrete ready-mix furnished to Cumming and Webber Inc., 1600 S. E. 181st Street, Portland, Oregon in the sum of $4,006.00 as itemized in Exhibit "A" attached hereto against the bond held with the Oregon State Highway Commission by Cumming and Webber Inc. for work performed on a railroad bridge in Wyeth, Oregon within the county of Hood River under Contract No. 6731; 141106. That no part of said claim has been paid.

Dated this 19th day of August 1966.

J. J. Nelson

STATE OF OREGON)
) ss.
County of Hood River)

August 19, 1966

I, JOHN J. NELSON, being first duly sworn, depose and say:

That I am the claimant named in and who signed the foregoing instrument; that I have knowledge of the facts therein setforth; that said instrument contains a true statement of claimant's demands and the amount due claimant after deducting all just credits and offsets; that all statements made in said instrument are true and correct.

J. J. Nelson

Subscribed and sworn to before me this 19th day of August, 1966.

Marie Stiles
Notary Public for Oregon
My commission expires: 5/16/70

LAW OFFICES
PARKER & ABRAHAM
HOOD RIVER, OREGON
PHONE 386-1411

OREGON ERECTING COMPANY

1024 S. E. STEPHENS STREET ■ PORTLAND 14, OREGON ■ BE 5-8653

August 15, 1966

United Pacific Co.
% Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon

Re: Boat Basin Bridge 9366
State Contract 6731
Cumming & Webber Inc.
Contractors

Gentlemen:

We have performed our work under our sub-contract on the above mentioned job in the amount of $15,500.00, and completed the job on July 14, 1966. We have been paid only $3000.00 to date in spite of repeated requests to Cumming & Webber. We understand that they have received funds covering our work in progress payment from the State of Oregon.

You will consider this a formal claim under the bond which you furnished to the State of Oregon on behalf of Cumming & Webber.

Sincerely,

Charles J. Johnson

OREGON ERECTING CO.

cc Floyd Querry
St. Highway Dept.
Salem, Oregon

cc Cumming & Webber, Inc.

cc Russ Helterline
Black & Apicella

cc Mr. Cary Moore
First National Bank

RECEIVED
AUG 18 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

RECEIVED JUL 27 1966

FOR FILING

14-11

1 1 1

SP*6220-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 26, 1966

NOTED
F.B. KLABOE

To: Mr. Floyd Query, Secretary
State Highway Commission

Building

SUBJECT: Supplemental Agreement
Union Pacific Railroad Company
File Nos. 31248 and 24567
Cascade Locks-Mitchell Point Section
Columbia River Highway (I-80N)
Hood River County

RAILROAD COMPANIES
FILE No. 619

Herewith please find fully executed supplemental agreement with Union Pacific Railroad Company, together with a copy of same.

Please forward the original supplemental agreement to Mr. Saling's office for processing and recording; you may retain the copy in your office while the original is being recorded.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter (1)
F. B. Klaboe (1)
F. D. Morgan (2)
Ivan Merchant (1)
E. S. Hunter (1)
A. E. Johnson (2)
R. N. Chase (3)
C. H. Matson (1)
E. F. Saling (1)
Ted Litchfield (1)

RECEIVED
JUL 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 23 1966
FOR FILING

14-1106

6731

Salem, Oregon
April 25, 1966

RAILROAD COMPANIES
FILE No. 619

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Third Supplemental Agreement
Cascade Locks-Mitchell Point Section
Columbia River Highway
Hood River County

Agenda Item
4
4-21-66

Attached for further handling are two copies of a Supplemental Agreement with Union Pacific Railroad Company for the construction of a boat basin access bridge on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

When this agreement has been fully signed, please return one executed copy to his office for the Commission's files.

Secretary

bb
Attachments

cc: T. W. Litchfield

RECEIVED
APR 14 1966
FOR FILING

14-1106
6731

April 14, 1966,

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the April 21 meeting a third supplemental agreement with the Union Pacific Railroad Company to cover the construction of the boat basin access bridge on the Cascade Locks-Mitchell Point Section on the Columbia River Highway in Hood River County.

There is in existence an agreement between the parties dated June 10, 1963, supplemented April 20, 1965, and January 25, 1966. This supplement provides for the construction of the boat basin access bridge on the railroad relocation near Wyeth and the use of haul roads at each end of this railroad relocation. This access bridge is to be constructed with State funds and was approved by the Commission at the November 4, 1965 meeting. The contract was awarded to Cumming and Webber, Inc. on that date. This agreement will not result in any additional cost to the State, since any cost in connection with the use of the haul roads will be borne by the State's contractor.

We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. W. Rulien

TWL:bjm bg

FORM E-1933 50M 7-65

RECEIVED
MAR 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 23, 1966

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Additional Haul Road Crossing
UPRR M.P. 49.0 and 49.6
Railroad Relocation "C"
Cascade Locks-Mitchell Pt. Section
Columbia River Highway
Hood River County
Contract No. 6731
YOUR FILE: D 315 - 2 - 8

Gentlemen:

This is in reply to your letter of March 16, 1966 in which you advise that advance use of the above-captioned haul road crossings by our contractor, Cumming and Weber, Inc., is granted on the basis that the State will execute the supplemental agreement now being prepared by your Legal Department when presented, and State and our contractor will abide by your protective measures in using these crossings.

This is to advise that the State will sign the agreement you present providing the conditions contained therein are the same as agreed previously between the State and the railroad in other areas.

This contractor has been provided the conditions contained in the agreement signed by the State on January 25, 1966, and it is assumed the conditions for use of the above-captioned haul roads will be the same as stated in the January 25 agreement, Section 2, page 3.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

cc: F. B. Klaboe (w/copy of UPRR letter)
Tom Edwards " "
I. D. Merchant " "
L. W. Rulien " "
Enrique Rodriquez " "

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

March 16, 1966

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

File Ref: D 315 - 2 - 8

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Peace
Moreland
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
MAR 1 3 1966
CONSTRUCTION
DIVISION

Mr. F. D. Morgan,
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter of February 11 submitting original of General Insurance Company of America Policy No. SLP 56 81 21 providing railroad protective insurance in connection with operations of Cumming & Webber, Inc., constructing a railroad bridge at Mile Post 49.30 on Railroad Relocation C near Wyeth, Oregon.

Wish to advise that the policy has been approved by the Railroad's Legal Department. However, we find that it will be necessary to further supplement agreement of 1963, covering railroad and highway relocations in this area, to provide for construction of the bridge and to permit the State and its contractor to use haul roads across the Railroad's right of way and track in connection with the bridge construction. Accordingly, our Legal Department is preparing supplement which we expect to be able to furnish in the near future.

Nevertheless, to accommodate you we are willing to permit advance use of the haul road crossings at M.P. 49.0 and 49.6 on basis that the State will execute the supplemental agreement when presented and State and its contractor will abide by the Railroad's protective measures in use of the crossings.

If this is satisfactory, will you please advise and we will make necessary arrangements.

Very truly yours,

W. G. Johnson

RECEIVED
DEC 27 1965
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

14-1106

6731

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 23, 1965

Cumming & Webber, Inc.
600 S. E. 181st Avenue
Portland 33, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6731, awarded November 4, 1965, for Boat Basin Access Bridge U.P.R.R. on the Cascade Locks-Mitchell Point Section of the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
OCT 20 1965
FOR FILE
14-1106
6731

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 12, 1965

In reply refer to: 08-35.EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(9)43, Cascade Locks-Mitchell Point
Union Pacific Railroad waterline revision

With submission of a copy of UPRR Company's September 29, 1965 agreement letter we are now able to approve the waterline revision proposal previously withheld by our October 6 memorandum. Approval and authorization to proceed with the work as outlined in Mr. Litchfield's September 24 letter is granted effective this date.

Yours 10-20-65
copies to Litchfield
AUDITED
E.B. KLEIN

RECEIVED
OCT 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

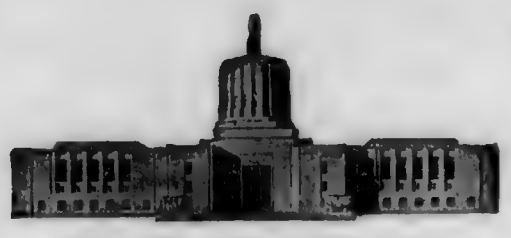
BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-168X BOM 2-65

RECEIVED
OCT 11 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Grant
Hill
Crook Hwy Coll



STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

3b

September 8, 1965

Oregon State Highway Commission

Gentlemen:

On November 3, 1964, you directed Deputy State Highway Engineer R. L. Porter to provide a bridge in the railroad fill at Wyeth in Hood River County. This is in connection with the Cascade Locks-Mitchell Point Section of the Columbia River Highway (Interstate 80N) and is the result of requests from boating and recreation people for a small boat refuge in the cove which will be isolated by the railroad fill.

A plan has now been prepared which has the approval of the Union Pacific Railroad Company and which will cost an estimated $160,000, including engineering.

On September 7, Chairman Jackson formally approved this matter for inclusion in the current State Construction Program. This item will be on the agenda for the September 28 meeting, and I recommend that you concur in Mr. Jackson's action.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. W. Rulien
Ivan Merchant

Est = 139,829
+ Engrg Est = 157,807
Low Bid = 179,230

RECEIVED
SEP 1 - 1965
COMMISSIONERS:
[illegible] MEIERJURGEN, CHAIRMAN, BEAVERTON
[illegible] HUFFSCHMIDT, PORTLAND
[illegible]ARD N. HALL, CHARLESTON
14-1106
6731

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BL. 3.. 1400 S. W. 5TH AVENUE
PORTLAND 97201

August 27, 1965

Mr. Forrest Cooper
Highway Engineer
Highway Building
Salem, Oregon

Attention Mr. Ivan D. Merchant

Dear Mr. Cooper:

The proposed highway projects referred to in your letters to us dated August 12 and 20, 1965 are listed below in conjunction with our comments and recommendations pertaining to the protection of fish life:

Beaverton-Highway Overcrossing, Route 141, Progress-Pacific Highway West Section, Drawing 20765.

Boat Basin Access Bridge UPRR, Cascade Locks-Mitchell Point Section, Columbia River Highway, Drawing 20853.

No problems with the fishery resource are anticipated regarding the above projects.

Phillips Creek Bridge Site, Station 11+05 at Junction of FAS 795 and Weston-Elgin Highways. Drawing 21037.

Cline Bridge, Pudding River Section. N. Howell-Mt. Angel, Market Road No. 49, FAS 736, Marion County.

Big Rock Creek Bridge, County Road 813, Linn County.

Willamette River Bridge, First Avenue-Coburg Road Section, Eugene-Springfield Highway.

Fish passage must be maintained in the streams involved above.

The usual precautionary methods should be employed to prevent excessive siltation in the streams during the construction periods.

NOTED
T. C. ROAKE

An awareness by the contractors of the need for a permit from the Fish Commission to use explosives in waters of the state is essential.

Your favorable consideration in these matters will be appreciated.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

cc: Mr. L. W. Rulien (2)
Mr. A. F. Parson (2)
Mr. R. D. Asburry(2)
Mr. L. R. Chandler (2)
Mr. F. B. Klaboe
Mr. L. H. Young
Mr. Frank Hall
Mr. F. D. Morgan
Mr. J. E. Morelock

RECEIVED
AUG 31 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 1965 PM

RECEIVED
AUG 25 1965

Commissioners
Chairman
Willard Cavenaugh, Coquille
Vice-Chairman
John P. Amacher, Winchester
Pat Metke, Bend
Joseph W. Smith, Klamath Falls

141-1106

6731

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 20, 1965

RECEIVED
AUG 21 1965
OFFICE OF
STATE HIGHWAY ENGINEER

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant

Dear Sir:

We are replying to your letter of August 12, 1965 which requested our comments on the proposed plans of the following projects:

1. Drawing No. 20765 - Beaverton-Highway Overcrossing, Route No. 141, Progress-Pacific Highway West Section.

2. Drawing No. 21037, Vicinity Map - Phillips Creek Bridge Site, Station 11405 at Junction of FAS No. 795 and Weston-Elgin Highways.

3. Drawing No. 20853 - Plan and Elevation - Boat Basin Access Bridge UPRR, Cascade Locks-Mitchell Point Section, Columbia River Highway.

4. Drawing No. 21098 - Big Rock Creek Bridge, County Road No. 813, Linn County.

5. Drawing No. 16708 - Willamette River Bridge, First Avenue-Coburg Road Section, Eugene-Springfield Highway.

We do not anticipate any conflict with wildlife resources as a result of any of the above construction, so the plans are approved.

Thank you for the opportunity of reviewing the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

cc: Mr. Larry Rulien (2)
A. F. Parsons (2)
R. D. Asburry (2)
L. R. Chandler (2)
E. Klaboe
L. H. Young
Frank Morgan
J. E. Morelock

ROK:dm

cc: Director OFC

C. ROAKE

BRIDGE DIVISION
AUG 23 1965
7,8,9,10,11,12,1,2,3,4,5,6

15-3325 Valley of the Rogue State Park 1965
addition on the Pacific Hwy.
#6732

RW
21449

RECEIVED
NOV 3 - 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
15-3325
6732

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1967

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. B. A. Kendrew

RE: 6-inch Water Pipe Installation
Valley of the Rogue State Park
Overnight Camp Extension
Pacific Highway - Jackson County
Contract No. 6732
YOUR FILE: Deed 48202

Gentlemen:

This is in reply to your letter of October 26, 1967 concerning the cancellation of S. A. Hutchins and Associates' bond for the installation of a 6-inch water pipe across your right of way in connection with this project.

This is to advise that this project was completed May 2, 1966 and therefore you may arrange for cancellation of the bond.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:fw
cc Southern Pacific Co.
San Francisco
bc: L. P. Shaw
David Talbot
L. R. Chandler

RECEIVED
OCT 26 1966
FOR FILING

15-3325

6732

October 25, 1966

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6732 awarded to S.A. Hutchins and Associates Construction Company for overnight camp extension in Valley of the Rogue State Park in Jackson County was completed on May 2, 1966, and accepted by the Highway Commission on October 24, 1966.

Final payment in the amount of $7,680.26 will be released to the contractor after November 1, 1966. The total contract amount is $155,848.70 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc S.A. Hutchins & Assoc. Constr. Co.
P.O. Box 190
Sutherlin, Oregon 97479

Jewett, Burton, Leavy & Kerr
Failing Building
Portland, Oregon 97204

L.H. Young
C.H. Maison
Attn: John Kerr

RECEIVED
OCT 25 1966
FOR FILING
15-3375
6732

October 24, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed May 2, 1966, on Contract No. 6732. The contract was with S. A. Hotchins and Associates Construction Company and was for an overnight camp extension of the Valley of the Rogue State Park on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 24, 1966, and that you concur in this procedure at the Commission meeting on November 22.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

FORM E-183

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
OCT 6 1966
ENGINEERING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 12, 1966

S. A. Hutchins and Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon

Valley of the Rogue State Park
Cont.No. 6732 FBOR Proj. 36-66-00006

Gentlemen:

Attached is a copy of a supplemental required contract provision covering all Federal-Aid contracts. This provision requires compliance with the 1964 Civil Rights Act as it applies to contractors, subcontractors and suppliers of materials, relative to nondiscrimination on the ground of race, color or national origin.

Please sign the original copy of this letter in the space provided acknowledging receipt of the attached supplemental and its inclusion as a contract provision.

Return to: Mr. L. H. Young, Office Engineer, State Hwy. Building, Salem, Oregon 97310.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
L. H. Young
Office Engineer

S.A.Hutchins and Associates
Construction Co.
Contractor

By: Selman A. Hutchins
President

RECEIVED
OCT 18 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 17 1966
OFFICE ENGINEERING
DIVISION

RECEIVED
OCT 1966
G

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

IN REPLY REFER TO:
673A519

Shaw

OCT 8 196

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Commission
Salem, Oregon 97301

Dear Mr. Cooper:

We have recently received a report of audit issued by the Office of Survey and Review, Department of the Interior, covering a review of your State's accounting system and internal controls and an examination of accounting and other records relating to Bureau of Outdoor Recreation (BOR) projects for the period September 4, 1964, to June 30, 1966.

Oregon was one of the first States to be audited under the Land and Water Conservation Fund Grants-in-Aid Program. We are pleased to report that the auditors are of the opinion that Oregon has a satisfactory accounting system which clearly reflects the transactions relating to BOR grants. However, the auditors have noted certain minor questionable costs and also the failure of the State to include the required equal employment opportunity provisions in construction contracts. Details of these findings are listed below. The report covered an audit of costs totaling $268,980.90 for the following projects:

Project Agreement Number	Amount	Total Costs Audited	Questioned	Approved	Federal Share
36-65-00002	$167,500.00	$ 46,755.76	-0-	$ 46,755.76	$ 23,377.88
36-65-00003	50,000.00	20,750.00	-0-	20,750.00	10,375.00
36-65-00004	53,618.00	20,183.20	$ 21.28	20,161.92	10,080.96
36-66-00005	80,000.00	7,026.34	84.06	6,942.28	3,471.14
36-66-00006	180,000.00	162,670.60	-0-	162,670.60	81,335.30
36-66-00008	250,000.00	11,595.00	84.35	11,510.65	5,755.32
Totals	$ 781.118.00	$268,980.90	$ 189.69	$268,791.21	$134,395.60

1. Duplication of Charges

The auditors reported that a mistaken procedure resulted in duplicate charges to two projects for holiday work (February 22, 1966) of six men:

Project 36-66-00005	$ 84.06	
Project 36-66-00008	84.35	$ 168.41

The duplicate charges are unallowable and an adjustment should be made on a future billing to this Bureau.

Copies to Weller
Nelson
Young 10-10-66

2. Error in Computation

An error in addition on a time and attendance record resulted in an overcharge of $21.28 to Project No. 36-65-00004 in February 1966. The overcharge is unallowable and an adjustment should be made on a future billing to this Bureau.

3. Equal Employment Opportunity Provisions Were Not Incorporated Into Construction Contracts

The audit report disclosed that the Equal Employment Opportunity Provisions were lacking in a construction contract negotiated by the State Highway Department in connection with BOR Project No. 36-66-00006, Development and Expansion of Facilities of Valley of the Rogue State Park. Further investigation revealed that two other contracts awarded on July 6, 1966, also failed to include these provisions. Under paragraph B.2.(e) of the General Provisions (attached to and made a part of each BOR Project Agreement), the State agreed to incorporate such provisions into all construction contracts it makes in conjunction with jointly financed projects. Please take action to remedy the omission of the required provisions in the three contracts let to date and provide procedures to insure their inclusion in all future construction contracts let under the Land and Water Conservation Fund Program.

We wish to express our appreciation for assistance given the auditors by you and other State officials. Also, we want to compliment the State on the fine job it is doing in accounting for fund-supported projects. We would appreciate your comments and observations on the matters listed above. We hope this letter, which indicates the results of the initial audit, will be of assistance to you in the financial management of the Land and Water Conservation Fund Program in Oregon.

Sincerely yours,

Edward C. Crafts
Director

RECEIVED
OCT 1 0 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1966

15-3-3.5
6.1.1

Salem, Oregon
August 25, 1966

I. D. Merchant
Bridge Engineer

Contract No. 6732
Valley of the Rogue State Park
Contractor's Final Payment

B U I L D I N G

Final payment voucher to S. A. Hutchins and Associates Construction Co., on the above-captioned contract completed May 2, 1966, in the amount of $7,680.26 has been mailed to the contractor for signature.

Final payment to the contractor will be made after Commission acceptance of the contract which at present is being withheld pending receipt of the resident engineer's Third Notification and the subsequent Bridge Engineer's acceptance.

L. H. Young
Office Engineer

VG:kc

RECEIVED
AUG 24 1966
FOR FILING

July 15, 1966

#3

S. A. Hutchins & Associates
Construction Company
P. O. Box 190
Sutherlin, Oregon 97479

Gentlemen:

The State Highway Commission at its meeting on July 14 considered your request for an extension of time on Contract No. 6732 for extension of the Valley of the Rogue State Park in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission extended the completion date to May 2, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L. R. Chandler
A. Nelsen
L. H. Young
Ivan Merchant
C. H. Matson

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 1 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6732 Contractor S. A. Hutchins & Assoc. Constr. Co.

Highway -

Section Valley of the Rogue State Park

Kind of Work Overnight Camp Extension

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of extra work (additional tiling in utility building) added to contract.

Recommended for Approval:

John Quigley
Asst. Division Engineer

Asst. Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6732
Project designation	State (State-Federal)
Date awarded	Nov. 4, 1965
Work started	
Per cent completed	100% - 5/2/66 (Date)
Cal. Date ~~No. of Workdays Allowed~~	4/30/66
Cal. Date ~~No. of Workdays Used~~	5/2/66
T. E. Requested ~~No. of Added Workdays Requested~~	5/21/66

SP-0290-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar days

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 18, 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ callendar days from 4-30-66 ~~days~~ to 5-21-66 days, within which to complete our Contract No. 6732, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ callendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Extra Price agreements 1,2 &3, which constitued a change in plans under Section 8 of the Standard Specifications

Respectfully submitted,
S?A.Hutchins and Associates
Construction Co.
Contractor

By Selmas A. Hutchins
President

CONSENT OF SURETY

Date April 22, 1966

We, RELIANCE INSURANCE COMPANY, a Pennsylvania Corporation, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

RELIANCE INSURANCE COMPANY
By:
S. H. Melrose, Jr. Attorney-in-fact
J. B. L. & K. CORPORATION
By: S H Melrose Jr
Resident Agent

(SEAL)

RECEIVED
JUL 12 1966
FOR FILING
15-3325

FORM E-123X SDM 4-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

July 6, 1966

Haviland & Clinkinbeard
Attorneys at Law
1005 East Main Street
Medford, Oregon 97501

File No. 37237
Evans Creek-Homestead Section
Pacific Highway
Elizabeth P. White

Attention: Mr. Paul W. Haviland

Dear Mr. Haviland:

This will acknowledge receipt of your letter dated June 22, 1966, the deed, copies of the Last Will and Testament of Harry L. White, the Inheritance Tax Certificate and the 1965-66 tax receipts.

The above-mentioned deed is unacceptable as changed for the following reasons:

1. There is nothing in the option or any other agreement for the State to accept less than a warranty deed on this transaction.

2. Our title attorney can see no need to change "its successors and assigns". This is standard language in all deeds to the State of Oregon, by and through its State Highway Commission. We feel this is necessary as some time in the future the State Highway Commission may be succeeded by another governmental group.

3. The change on page 2 in regard to the easement results in ambiguities since strict interpretation of the language would allow Grantor to use the property in conflict with the easement for access road. We would point out that the document clearly states that Grantor, her heirs and assigns may use the roadway to be constructed by the State over and across Parcel #4 and will also be allowed to otherwise use the property affected by the easements so long as such use shall not hinder, conflict or interfere with the State's use of same under the easement rights granted therein.

4. We are enclosing a copy of the preliminary title report which shows title vested in the heirs or devisees of

RECEIVED
LLOYD P. SHAW

File No. 37237-White

Harry L. White (property not jointly held). As indicated in our past correspondence, the Title Company will require the filing of a transcript of the Estate of Harry L. White, thus we still need a certified copy of the estate proceedings.

Under the option Grantor is to furnish the State with good and merchantable title to the subject property, therefore if you have any questions in regard to furnishing the transcriptas requested we suggest that you take the matter up with the Jackson County Title Co.

We have retyped and enclose another warranty deed form which should be signed by Mrs. White.

For your information we are also enclosing a copy of the option and the deed form as changed and signed by Mrs. White.

We trust the enclosed form meets with your approval and that we will receive the signed warranty deed and the certified copy of the Estate proceedings. at an early date so the claim may be paid and the transaction closed.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

EARL F. SALING
Right of Way Office Manager

RK:jm
enclosures- (4)

cc: Lloyd Shaw
Parks-Attn. L. V. Koons
L. W. Riley
John K. Scott
Attn. Marvin McKldowney

RECEIVED
JUN 22 1966
FOR FILING

FORM E 301—50M 2-66 SP*23500-734

15-3325

L-7-2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 20, 1966

SUBJECT: Valley of the Rogue State Park
Mrs. Harry L. White
File #37237
Jackson County

To: Mr. David M. Moehring
Right of Way Engineer
BUILDING

Last year, after quite a hassel, your men succeeded in getting Mrs. Harry L. White to sign an option, File #37237, for 1.51 acres of land in Jackson County.

A deed was prepared for her signature and sent to California to be executed. To date all we have been able to find out relative to the completion of this transaction is some double talk from her attorney in Grants Pass.

Could you find out the status of these negotiations for us?

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
cc: L. P. Shaw

RECEIVED
JUN 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

RECEIVED
JUN 16 1966
FOR FILING

15-3325

6732

June 15, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 3
July 14, 1966 Meeting

Gentlemen:

S. A. Hutchins and Associates Construction Company, contractor on the Valley of the Rogue State Park Overnight Camp Extension in Jackson County, Contract No. 6732, has requested that the specified completion date of April 30, 1966, be advanced to May 21, 1966, without assessment of liquidated damages.

The contractor correctly contends that extra work added to the contract required additional time to complete the work. This consisted of additional tile in the utility building.

All work was completed May 2, 1966. Because the contractor was prevented by conditions beyond his control from completing the work within the time specified, I recommend that an extension of time be granted, advancing the completion date to May 2, 1966, without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the July 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd uery
R. L. Porter
Tom Edwards
Lloyd P. Shaw
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
David Talbot
L. R. Chandler

CAG:mb fn

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar days

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 18, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ callendar days from 4-30-66 ~~days~~ to 5-21-66 days, within which to complete our Contract No. 6732, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ callendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Extra Price agreements 1,2 &3, which constitued a change in plans under Section 8 of the Standard Specifications

Respectfully submitted,
S?A.Hutchins and Associates
Construction Co.
Contractor

By [signature] President

CONSENT OF SURETY

Date April 22, 19 66

We, RELIANCE INSURANCE COMPANY, a Pennsylvania Corporation, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

RELIANCE INSURANCE COMPANY
By: S. H. Melrose, Jr. Attorney-in-fact
Attorney-in-fact

J. B. L. & K. CORPORATION
By: [signature]
Resident Agent

(SEAL)

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 18 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6732 Contractor S. A. Hutchins & Assoc. Constr. Co.

Highway -

Section Valley of the Rogue State Park

Kind of Work Overnight Camp Extension

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Because of extra work (additional tiling in utility building) added to contract.

Recommended for Approval:

John Conway
Division Engineer

Ivan F. Maclennan
Construction Engineer or Bridge Engineer

Construction Engineer

State Highway Engineer

Contract No.	6732
Project designation	State (State-Federal)
Date awarded	Nov. 4, 1965
Work started	
Per cent completed	100% - 5/2/66 (Date)
Cal. Date No. of Workdays Allowed	4/30/66
Cal. Date No. of Workdays Used	5/2/66
T. E. Requested No. of Added Workdays Requested	5/21/66

BP-0206-704

4 6 4 6

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Valley of Rogue State Park Addition		WEEK ENDING: May 7, 1966
		SECTION PREFIX: 15-3325
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Rogue State Park	KIND OF WORK: Park Addition	
CONTRACTOR: Hutchins & Associates	CONTRACT NUMBER: 6732	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 4, 1964	DATE WORK STARTED: Nov. 17, 1965	ESTIMATED COMPLETION DATE: May 2, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 177	CALENDAR DAYS USED: 178
	SPECIFIED COMPLETION DATE: April 30, 1966	PERCENT OF TIME ELAPSED: 100%
PROJECT AUTHORIZATION: $ 179,373.60		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 166,618.14	ENGINEERING AUTHORIZATION: $ 12,755.46	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 166,618.14	ENGINEERING COST TO DATE: $ 9,835.76	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 77 %	DATE PROJECT WAS COMPLETED: May2, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NOTED
LLOYD P. SM

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 1				
MONDAY 2	Fair			
TUESDAY 3	Fair			
WEDNESDAY 4	Fair			
THURSDAY 5	Fair			
FRIDAY 6	Fair			
SATURDAY 7	Fair			

5-10

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 1	No Activity
MONDAY 2	Contractor completing Minor items as dictated by field inspection.
TUESDAY 3	No Activity
WEDNESDAY 4	No Activity
THURSDAY 5	No Activity
FRIDAY 6	No Activity
SATURDAY 7	No Activity

REMARKS

Project awaiting final inspection.

RECEIVED
MAY 9 - 1966
STATE PARKS
DEPARTMENT

SIGNED A. C. Harwood LOCATION Medford

By George Burrell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

MAR 14 1966

15-3325

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1966

To: Mr. Floyd Query, Secretary
State Highway Commission

Building.

SUBJECT: Files 27321, 30619, L-3456
Indenture
6-inch water pipeline
Southern Pacific Company
Jackson County

Herewith is a fully executed duplicate original of an indenture with Southern Pacific Company in connection with the above-titled subject, together with a copy thereof. Please forward the original to Mr. Saling's office for processing and recording, after which it will be returned to you for your permanent records. The attached copy may be retained by your office during the absence of the original.

Distribution of conformed copies has been made as indicated below.

JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter (1)
F. B. Klaboe (1)
Ivan Merchant (1)
F. D. Morgan (2)
E. S. Hunter (1)
L. R. Chandler (2)
R. N. Chase (3)
C. H. Maison (1)
Earl F. Saling (4)
Ted Litchfield (1)

THIS INDENTURE, made this 29th day of January, 1966, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of Delaware, herein termed "Railroad", and STATE OF OREGON, herein termed "Grantee";

WITNESSETH:

1. Railroad hereby grants to Grantee, subject to the reservations, covenants and conditions herein contained, the right to construct, reconstruct, maintain and operate a six-inch water pipeline, hereinafter termed "structure", beneath the tracks and property of Railroad at or near Rogue River, in the County of Jackson, State of Oregon, crossing the center line of said tracks at Engineer Station 807+45 in the location indicated on the print of Railroad's Oregon Division Drawing L291A, dated September 21, 1965, attached and made a part hereof.

As a part consideration for the rights herein granted, Grantee shall pay to Railroad the sum of Fifty Dollars ($50.00).

Said structure shall be constructed and maintained in accordance with the specifications indicated on the print of C.S. Drawing 1741, also attached and made a part hereof.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and, for that purpose, there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across and along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction of said structure upon said property is not commenced within one (1) year from the date first herein written.

5. Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said structure upon said property. Grantee agrees that all work upon or in connection with said structure shall be done at such times and in such manner as not to interfere in any way whatsoever with the operations of Railroad. The plans for and the construction or reconstruction of said structure shall be subject to the approval of Railroad. Grantee agrees to give Railroad five (5) days' written notice prior to commencement of any work of construction or reconstruction.

Grantee agrees to reimburse Railroad for the cost and expense to Railroad of furnishing any materials or performing any labor in connection with the construction, reconstruction, maintenance and removal of said structure, including, but not limited to, the installation and removal of such falsework and other protection beneath or along Railroad's tracks, and the furnishing of such watchmen, flagmen and inspectors as Railroad deems necessary.

In the event Railroad shall at any time so require, Grantee, at Grantee's expense, shall reconstruct or alter said structure or make changes in the location thereof upon receipt of written notice from Railroad so to do.

6. As part consideration, Grantee agrees to pay Railroad an amount equal to any and all assessments which may be levied by order of any authorized, lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction of said structure upon said property commenced within one (1) year from the date first herein written.

7. Grantee, its agents and employees, shall have the privilege of entry on said property for the purpose of constructing, reconstructing, maintaining and making necessary repairs to said structure. Grantee agrees to keep said property and said structure in a good and safe condition free from waste, so far as affected by Grantee's operations, to the satisfaction of Railroad. If Grantee fails to keep said property and said structure in a good and safe condition free from waste, then Railroad may perform the necessary work at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

8. In the event any work upon or in connection with said structure or its appurtenances, to be done upon or adjacent to the tracks and property of Railroad should be let to a contractor by Grantee, such work shall not be begun until such contractor shall have first entered into an agreement with the railroad company which

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and, for that purpose, there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across and along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property, and the word "grant" as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction of said structure upon said property is not commenced within one (1) year from the date first herein written.

5. Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said structure upon said property. Grantee agrees that all work upon or in connection with said structure shall be done at such times and in such manner as not to interfere in any way whatsoever with the operations of Railroad. The plans for and the construction or reconstruction of said structure shall be subject to the approval of Railroad. Grantee agrees to give Railroad five (5) days' written notice prior to commencement of any work of construction or reconstruction.

Grantee agrees to reimburse Railroad for the cost and expense to Railroad of furnishing any materials or performing any labor in connection with the construction, reconstruction, maintenance and removal of said structure, including, but not limited to, the installation and removal of such falsework and other protection beneath or along Railroad's tracks, and the furnishing of such watchmen, flagmen and inspectors as Railroad deems necessary.

In the event Railroad shall at any time so require, Grantee, at Grantee's expense, shall reconstruct or alter said structure or make changes in the location thereof upon receipt of written notice from Railroad so to do.

6. As part consideration, Grantee agrees to pay Railroad an amount equal to any and all assessments which may be levied by order of any authorized, lawful body against the property of Railroad (and which may have been paid by Railroad) to defray any part of the cost or expense incurred in connection with the construction of said structure upon said property commenced within one (1) year from the date first herein written.

7. Grantee, its agents and employees, shall have the privilege of entry on said property for the purpose of constructing, reconstructing, maintaining and making necessary repairs to said structure. Grantee agrees to keep said property and said structure in a good and safe condition free from waste, so far as affected by Grantee's operations, to the satisfaction of Railroad. If Grantee fails to keep said property and said structure in a good and safe condition free from waste, then Railroad may perform the necessary work at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

8. In the event any work upon or in connection with said structure or its appurtenances, to be done upon or adjacent to the tracks and property of Railroad should be let to a contractor by Grantee, such work shall not be begun until such contractor shall have first entered into an agreement with the railroad company which

operates on said property, satisfactory to said company and indemnifying Railroad from and against all claims, liability, cost and expense growing out of the performance of the work to be done by such contractor.

Such contractor shall furnish, at the option of and without expense to Railroad, a reliable surety bond, in an amount and in a form satisfactory to said company, guaranteeing the faithful performance of all the terms, covenants and conditions contained in said agreement, and a certified copy of a policy of Public Liability and Property Damage Insurance, within limits specified by, and in a form satisfactory to, said company, covering the contractual liability assumed by contractor in said agreement to be entered into with said company by such contractor.

9. Grantee shall assume all risk of damage to said structure and appurtenances, and to any other property of Grantee, or any property under the control or custody of Grantee, while upon or near the property of Railroad, [illegible] and Grantee shall indemnify and hold harmless Railroad, its officers, employees, agents, successors and assigns from any and all claims, liability, cost and expense, however caused, including reasonable attorneys' fees, for loss of or damage to property and for injuries to or death of persons arising out of the construction, reconstruction, maintenance, presence or removal of said structure, regardless of any negligence of Railroad or its employees, except that Grantee shall not be required to indemnify Railroad against any loss, damage, cost or expense arising from the sole negligence of Railroad employees.

The word "Railroad" as used in this Section 9 shall be construed to include, in addition to Railroad, the successors, assigns and affiliated companies of Railroad and any other railroad company that may be lawfully operating upon and over the tracks crossing said structure and the officers and employees thereof.

10. Should Grantee, its successors or assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for the purpose contemplated herein for a continuous period of one (1) year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of said property, or the part thereof the use of which is so discontinued or abandoned.

Upon termination of the rights and privileges hereby granted, Grantee, at its own cost and expense, agrees to remove said structure from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said structure. Should Grantee in such event fail, neglect or refuse to remove said structure and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these

operates on said property, satisfactory to said company and indemnifying Railroad from and against all claims, liability, cost and expense growing out of the performance of the work to be done by such contractor.

Such contractor shall furnish, at the option of and without expense to Railroad, a reliable surety bond, in an amount and in a form satisfactory to said company, guaranteeing the faithful performance of all the terms, covenants and conditions contained in said agreement, and a certified copy of a policy of Public Liability and Property Damage Insurance, within limits specified by, and in a form satisfactory to, said company, covering the contractual liability assumed by contractor in said agreement to be entered into with said company by such contractor.

9. Grantee shall assume all risk of damage to said structure and appurtenances, and to any other property of Grantee, or any property under the control or custody of Grantee, while upon or near the property of Railroad, [illegible] and shall indemnify and hold harmless Railroad, its officers, employees, agents, successors and assigns from and against all liability, cost and expense whatsoever (including, without limitation, reasonable attorneys' fees, court costs and expenses) arising out of or in connection with any loss of or damage to property or injuries to or death of any and all persons, including employees of Railroad, caused by, growing out of or in any way connected with or incident to the construction, maintenance, presence, existence, use or removal of said structure, regardless of any negligence of Railroad or any alleged negligence on the part of Railroad employees.

The word "Railroad" as used in this Section 9 shall be construed to include, in addition to Railroad, the successors, assigns and affiliated companies of Railroad and any other railroad company that may be lawfully operating upon and over the tracks crossing said structure and the officers and employees thereof.

10. Should Grantee, its successors or assigns, at any time abandon the use of said property or any part thereof, or fail at any time to use the same for the purpose contemplated herein for a continuous period of one (1) year, the right hereby given shall cease to the extent of the use so abandoned or discontinued, and Railroad shall at once have the right, in addition to but not in qualification of the rights hereinabove reserved, to resume exclusive possession of said property, or the part thereof the use of which is so discontinued or abandoned.

Upon termination of the rights and privileges hereby granted, Grantee, at its own cost and expense, agrees to remove said structure from said property and restore said property as nearly as practicable to the same state and condition in which it existed prior to the construction of said structure. Should Grantee in such event fail, neglect or refuse to remove said structure and restore said property, such removal and restoration may be performed by Railroad at the expense of Grantee, which expense Grantee agrees to pay to Railroad upon demand.

11. This indenture shall inure to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, the parties hereto have caused these

presents to be executed in duplicate as of the day and year first herein written.

SOUTHERN PACIFIC COMPANY

By _____
(Title)

Attest: _____
Assistant Secretary

Value of interest conveyed herein does not exceed $100

STATE OF OREGON, by and through its State Highway Commission

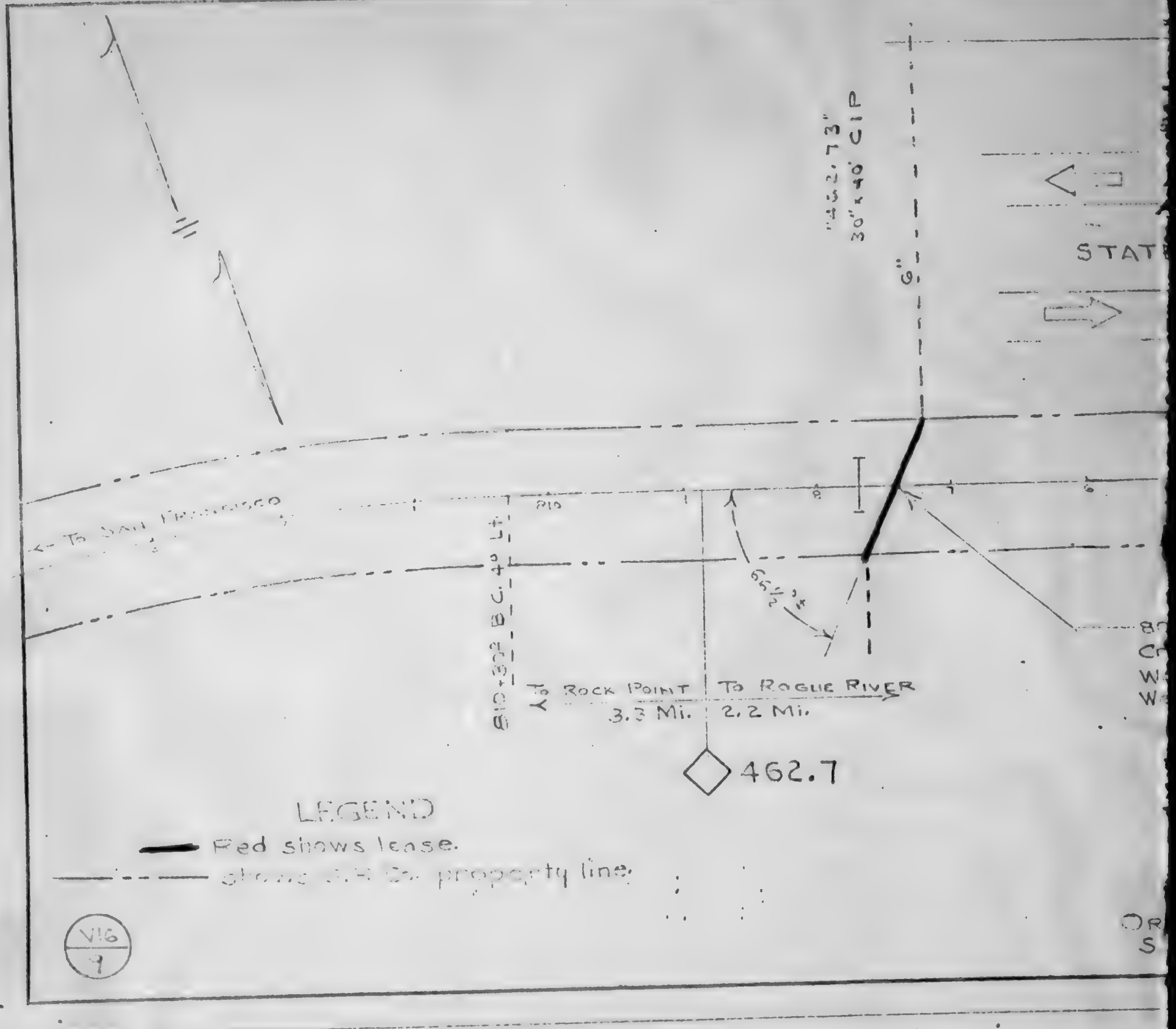
By _____
Chairman

By _____
Commissioner

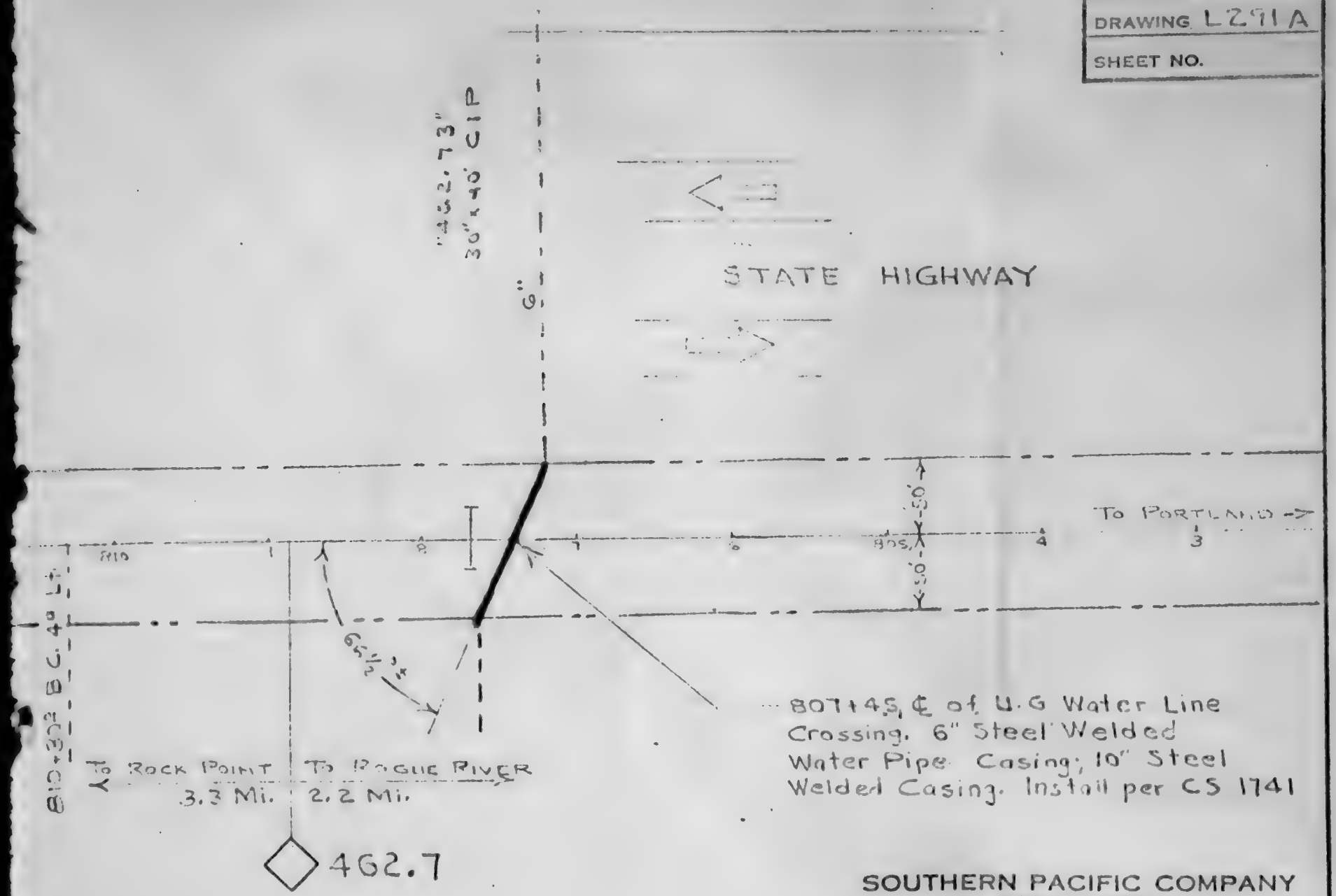
By _____
Commissioner

Floyd Oney

APPROVED
_____
Chief Counsel


6"
STAT
To SAN FRANCISCO
To ROCK POINT
3.3 Mi.
To ROGUE RIVER
2.2 Mi.
462.7
LEGEND
Red shows lease.
shows U.S.F.S. property line.
VI6
9

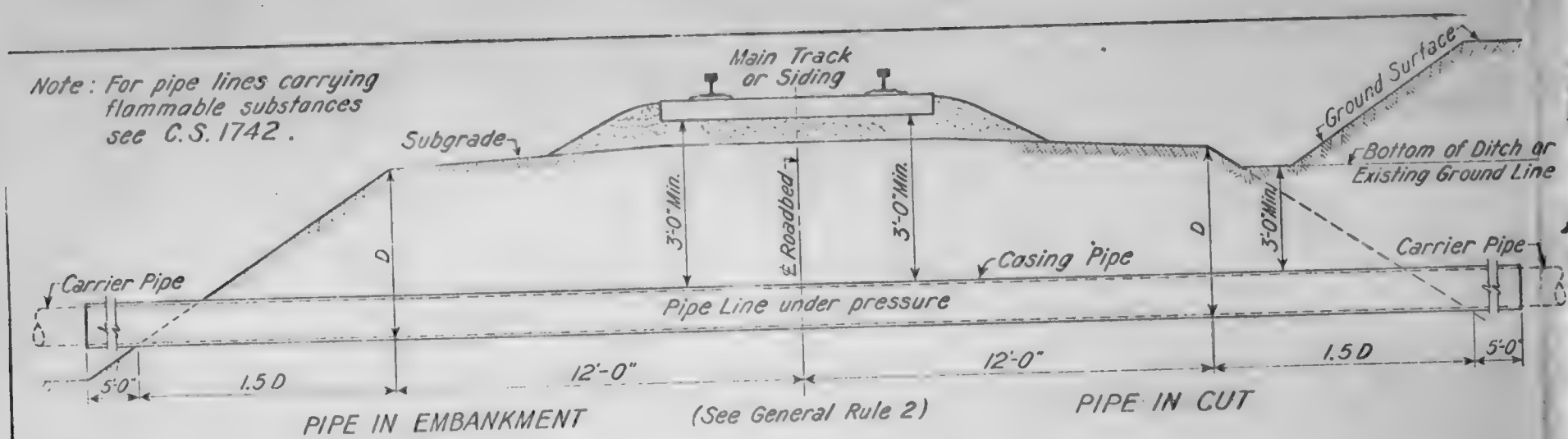
OREGON DIV'N.
DRAWING L291A
SHEET NO.



BID+302 B.C. 40 Lt.

property line

DRAWER



RULES GOVERNING THE INSTALLATION OF PIPE LINES TRANSMITTING WATER OR OTHER NON-FLAMMABLE SUBSTANCES WHEN CROSSING UNDER TRACKS:

GENERAL

1. Distance from bottom of tie to top of pipe, casing or concrete encasement shall be not less than 3'-0".

2. Pipe lines under pressure, crossing main tracks and sidings, shall be installed in an approved casing. Length of such casing shall be as shown on the drawing above.

3. Pipe lines under pressure crossing tracks other than main tracks and sidings, and pipe lines not under pressure crossing any track, do not require a casing provided the carrier pipe is of sufficient strength to support the track and has water-tight joints. For such pipe lines, casings lighter than specified in Table I for supporting track may be used for installing pipe, provided the space between carrier pipe and casing is backfilled with grout or sand.

If carrier pipe does not have sufficient strength to support track, casing or concrete encasement must be installed. Length of casing measured at right angles to track shall extend each side of center line of track four feet plus the vertical distance from bottom of tie to top of casing or encasement but not less than ten feet, except that where casing is installed through railroad embankment it shall extend beyond slope of embankment.

4. No pipe lines shall be laid through or under bridges or culverts, where there is likelihood of restricting the area required for the purpose for which the bridges or culverts were built, or endangering foundations of important structures.

5. If additional tracks are constructed in the future, the protection shall be correspondingly extended.

6. Inverted siphons for drainage or irrigation ditches (C.S. 1705) using steel pipe with welded or screwed joints or corrugated iron pipe with all seams and joints close riveted and soldered, having a diameter of 48 inches or less and the required strength to support track, may be installed without a casing.

CASINGS

1. Casing may be of either corrugated iron, smooth steel or concrete. It shall have sufficient strength to support track, except that a lighter casing may be used for installation purposes as provided in General Rule 3 above.

Nestable (knocked down) type plain galvanized corrugated pipe of gage corresponding to requirements of Table I may be used to protect carrier pipes that are already in place.

2. Metal casing for supporting track shall conform to thicknesses shown in Table I and shall have joints of either screw, welded or riveted type. It shall be galvanized or shall be dipped in preservative material and thoroughly coated inside and outside. If preservative material cannot be used on inside of casing, then the casing shall be at least one gage or 1/16" thicker than otherwise required.

3. Concrete casing for supporting track shall have the strength specified in current ASTM Serial Designation C-76, Class IV. All joints shall be water-tight and of an approved type of construction.

4. The inside diameter of casing shall be at least 2 inches greater than the largest outside diameter of carrier pipe.

5. Sizes of casing larger than shown in Table I are special cases and will be decided upon their merits.

6. Casing shall be so installed as to prevent formation of waterway under the railway. It shall have even bearing throughout its length and shall slope toward one end.

7. When practicable, casing may be installed by the jacking or boring method. If installed by tunneling, space around carrier pipe must be backfilled with grout or sand.

8. When placed in open cut, pipe lines having diameter of 36" or less, when crossing tracks other than main tracks and sidings, may be encased in concrete as shown in Table II.

9. Where the ends of the casing are below ground, they shall be suitably protected against the entrance of foreign material, which might prevent ready removal of the carrier pipe.

Where the ends of the casing are at or above ground surface and above high water level, they may be left open, provided drainage is afforded in such a manner that leakage will be conducted away from the roadbed and structures.

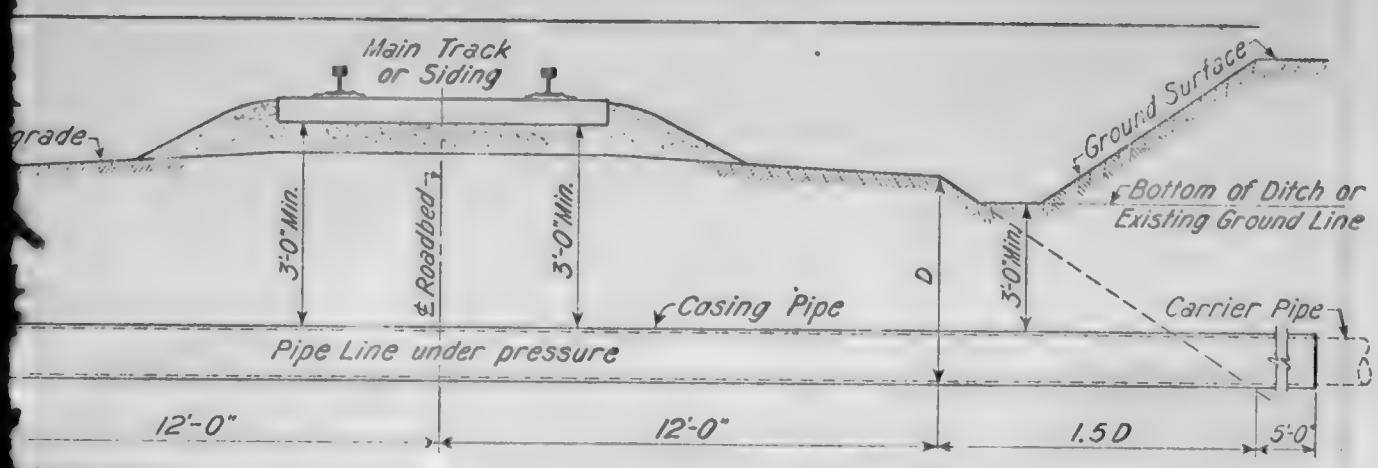
10. Requirements for casings for pipes under main tracks and sidings in dedicated streets may be modified when authorized by Chief Engineer.

CARRIER PIPE

1. Carrier pipe shall be of an approved type with water-tight joints.

2. Corrugated iron, smooth steel or concrete carrier pipe when used without a casing shall have the same strength as required above for casings.

3. Cast iron carrier pipe used without a casing shall have a thickness not less than that specified for Class 150 Cast Iron pipe



BANKMENT (See General Rule 2) PIPE IN CUT

OF PIPE LINES TRANSMITTING
TANCES WHEN CROSSING

pipe, casing or concrete

in tracks and sidings, shall
of such casing shall be

acks other than main tracks
essure crossing any track,
rrier pipe is of sufficient
ater-tight joints. For such
in Table I for supporting
d the space between carrier
sand.
strength to support track,
e installed. Length of casing
extend each side of center
distance from bottom of tie
less than ten feet, except
railroad embankment it shall

or under bridges or culverts,
the area required for the
ts were built, or endangering

in the future, the protection

rigation ditches (C.S. 1705)
d joints or corrugated iron
veted and soldered, having a
required strength to support
g.

iron, smooth steel or concrete.
ort track, except that a
tion purposes as provided

galvanized corrugated pipe
nts of Table I may be
re already in place.

2. Metal casing for supporting track shall conform to thicknesses shown in Table I and shall have joints of either screw, welded or riveted type. It shall be galvanized or shall be dipped in preservative material and thoroughly coated inside and outside. If preservative material cannot be used on inside of casing, then the casing shall be at least one gage or 1/16" thicker than otherwise required.

3. Concrete casing for supporting track shall have the strength specified in current ASTM Serial Designation C-76, Class IV. All joints shall be water-tight and of an approved type of construction.

4. The inside diameter of casing shall be at least 2 inches greater than the largest outside diameter of carrier pipe.

5. Sizes of casing larger than shown in Table I are special cases and will be decided upon their merits.

6. Casing shall be so installed as to prevent formation of waterway under the railway. It shall have even bearing throughout its length and shall slope toward one end.

7. When practicable, casing may be installed by the jacking or boring method. If installed by tunneling, space around carrier pipe must be backfilled with grout or sand.

8. When placed in open cut, pipe lines having diameter of 36" or less, when crossing tracks other than main tracks and sidings, may be encased in concrete as shown in Table II.

9. Where the ends of the casing are below ground, they shall be suitably protected against the entrance of foreign material, which might prevent ready removal of the carrier pipe.

Where the ends of the casing are at or above ground surface and above high water level, they may be left open, provided drainage is afforded in such a manner that leakage will be conducted away from the roadbed and structures.

10. Requirements for casings for pipes under main tracks and sidings in dedicated streets may be modified when authorized by Chief Engineer.

CARRIER PIPE

1. Carrier pipe shall be of an approved type with water-tight joints.

2. Corrugated iron, smooth steel or concrete carrier pipe when used without a casing shall have the same strength as required above for casings.

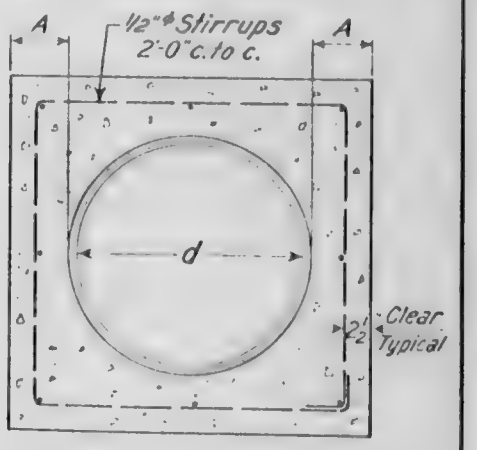
3. Cast iron carrier pipe used without a casing shall have a thickness not less than that specified for Class 150 Cast Iron pipe...

TABLE I
THICKNESS OF PIPE CASINGS FOR SUPPORTING TRACK

Inside Diameter	Corrugated Iron Pipe	Smooth Steel Pipe
Inches	U.S. Std. Gage No.	Min. Thickness Inches
4 to 10	14	1/8
12	14	5/16
15, 18	14	1/4
21, 24	12	1/4
30, 36	10	5/16
48, 54, 60	8	

TABLE II
CONCRETE ENCASEMENT FOR PIPES

d Inches	A Inches	Number of Longitudinal 1/2"ϕ Bars
10, 12	4	4
15	5	4
18	5	8
21, 24, 27	6	8
30	7	12
33	8	12
36	9	12



SOUTHERN PACIFIC LINES
COMMON STANDARD

PIPE LINES
FOR NON-FLAMMABLE SUBSTANCES CROSSING UNDER TRACK

NO SCALE

ADOPTED APR. 20, 1953
REVISED JULY 24, 1961

FORM E-1288 5M 7-65

RECEIVED
FEB 7 - 1966

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID [illegible], MEMBER
PORTLAND

15-3325

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 4, 1966

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Re: File Nos. 27321 & 30619; L-3456
Indenture
6-inch water pipeline
Southern Pacific Company
Jackson County

Dear Mr. Williamson:

Please find attached duplicate originals of an indenture relative to the above-entitled matter which have been executed by the Highway Commission. Please secure the signatures of the proper railroad officials and return one fully executed copy to this office.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Encls.

cc: R. L. Porter

NOTED
R. L. PORTER

RECEIVED
FEB 4 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 1 - 1966
FOR FILING

FORM S-80X—OCM—1-65 SP°8418-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 27, 1966

SUBJECT: Property at Valley of the Rogue State Park

To: Harry Luckett
District VI Parks Supervisor
Roseburg, Oregon

In response to your letter concerning the property for sale adjacent to the Valley of the Rogue State Park; this property belongs to a branch of the White Family and our score in dealing with them is to say the least, not too good. At one time they requested a permit for an access across our property to the park connection to the Old State Coach road. This was denied and as of this date we have made it stick.

Any development on this tract will have to use the county road for access to the park.

Thanks for the information and we will check it out.

L. V. Koons, Deputy
State Parks Superintendent

LVK:bt

NOTED
LLOYD P. SHAW

RECEIVED
JAN 25 1966
FOR FILING

January 24, 1966

Oregon State Highway Commission

Gentlemen:

An agreement between the Oregon State Highway Commission and the Southern Pacific Company providing for the installation of a 6-inch water pipeline beneath the Southern Pacific Company tracks lying north of the extension of the overnight camp facilities of the Valley of the Rogue State Park in Jackson County will be presented for your consideration at the January 25 meeting.

It is necessary to cross the Southern Pacific tracks with a water supply line to serve the camp extension, since the present water system is inadequate to supply the expanded park facility. The cost of installing 6-inch galvanized steel water line through a 10-inch welded steel conduit is estimated to be $3,920 and is included in the contract aid items. This contract was awarded on November 4, 1965. Approval of this document is required before the State's contractor may enter upon railroad property to perform this work. This has been reviewed and is recommended for your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe

F. D. Morgan
C. H. Maison
T. W. Litchfield
David Talbot
L. R. Chandler

TWL:bjm bg

RECEIVED
DEC 27 1965
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6732

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 23, 1965

S. A. Hutchins & Associates Constr. Co.
P. O. Box 190
Sutherlin, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6732, awarded November 4, 1965, for overnight camp extension in the Valley of the Rogue State Park on the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

15-F-0025

6712

[illegible]

[illegible]
[illegible]
[illegible]
[illegible]
[illegible]

Dear [illegible]:

[illegible] Regional Director, Bureau of Outdoor Recreation, U.S. Department of the Interior, [illegible] as you requested.

[illegible] please feel free to contact us.

Sincerely,

Robert L. Wilder
State Recreation Director

[illegible]

Encl. 1

F3425

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Cooper:

I am pleased to inform you that Oregon's initial requests for funds to acquire and develop recreation areas have been approved. I congratulate you on your early response and action in getting your Land and Water Conservation Fund program [illegible]. Copies of the agreements for projects 36-00003, 36-00004, 36-00005, 36-00006, 36-00007, and 36-00008 are enclosed. The total Land and Water Conservation Fund share of these projects is $446,000. You may now bill us for expenditures incurred by the State for these projects in accordance with section 675.5 of the Outdoor Recreation Grants-in-Aid Manual.

We find these projects to be in accord with your State Outdoor Recreation Plan. They are also in accordance with the priorities set forth in your Plan and with the criteria [illegible]. These projects are addressed mainly to only one kind of [illegible] and sponsored by only one State agency. We recognize that this is mainly a result of your efforts to expedite early submission of project proposals and does not reflect the balanced program you intend to undertake in Oregon. However, we draw your attention to section 640.1.2 and 640.1.3 of the Manual. Section 640.1.24 states, "Priority shall be given to meeting the needs of urban populations." Section 640.1.3 provides that the benefits of the fund should be shared among public agencies, local and State. Your Plan is consistent with these two criteria. We feel that your overall program should also reflect this type of balance. We understand you are now setting up machinery to encourage and consider local projects and those proposed by all qualified State agencies. We are aware, too, of your interest and concern with the urban needs of Oregon. We therefore encourage a continuation of your efforts to achieve a balanced approach to meeting the priority needs identified in your Plan and in complying with the general criteria expressed in section 640.1 of the Manual.

Thus, we anticipate that many of your future projects will be sponsored by local units of government and by a number of State agencies. We assume, too, that State and local projects will meet day-use needs in your centers of population, as well as other urgent outdoor recreation needs in your State.

Since one of the basic objectives of the Land and Water Conservation Fund Act is to enhance the Nation's outdoor recreation resources, we expect that assistance granted from the Fund for these projects will result in a net increase, commensurate at least with the Federal cost-share, in Oregon's outdoor recreation investment. Our intent is that assistance from the Fund will be used to supplement, rather than replace or be substituted for, State and local outdoor recreation funds.

In the project agreements, the amount shown in the entry "Total Obligations to Date" should be left blank or show the amount obligated by the Project Agreement. We shall complete these entries. Please initial the change on all copies and return the original and one copy of each agreement to the Pacific Northwest Region.

We are ready to assist you in any way we can.

Sincerely yours,

Director

Enclosures 18

BOR 8-92
(Aug. 1965)

United States
Department of the Interior
Bureau of Outdoor Recreation

State Oregon
Project Number 36 00006
Date 11/1/65

PROJECT AGREEMENT

Project Title

Valley of the Rogue State Park Expansion

Project Period	Period Covered by Agreement
9-1-64 to 12-31-67	9-1-64 to 12-31-67

Project Scope

This project consists of the development of a 48 site trailer camping area addition and the expansion of the existing water storage system to serve the growing park needs.

Each of the proposed trailer camping areas will have a parking space, a picnic table, a camp stove, electric and water hookups, and sewage connections. There will be constructed one utility building containing sanitary facilities, lavatories and shower stalls. Hot and cold water and sanitary sewage disposal facilities will be provided. The water system will include construction of a hillside reservoir and 5,000 feet of water line. The water system will be adequate to serve the needs of the existing park facilities as well as the entire potential camping area of the park.

Stage Covered by this Agreement

The entire project is covered by this agreement.

Project Cost

Total Cost $ 180,000
Fund Support Ceiling
Percent 50%
Amount $ 90,000
Cost of this
Segment $ 180,000
Assistance this
Segment $ 90,000

Federal Funds Obligated by this Agreement

Year	Amount
____	$ 90,000
____	$
____	$

Total Obligations to Date $ [illegible] Ecc

GENERAL PROVISIONS

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project segment which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director upon request.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit upon request.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. 276(c) (1958), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. 118k (1958), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property or facility acquired or developed pursuant to this agreement to other than a public outdoor recreation use without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

3. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement, and shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-354 (1964), and of the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17.

4. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

J. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

K. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, and procedures attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to reimburse the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project stage described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto: That this agreement is in accord with the approved project proposal numbered 36 00006 which is hereby incorporated by reference.

In witness whereof, the parties hereto have executed this agreement as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA

By Edward C. Crafts
Director, Bureau of Outdoor Recreation 11/1/65
United States Department of the Interior

STATE

OREGON
(State)

By Robert Cox
(Signature)

STATE HIGHWAY ENGINEER
(Title)

RECEIVED
NOV 19 1965

67:2

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 17, 1965

SUBJECT: Valley of The Rogue State Park

To: MEMO TO THE FILES

On October 20, 1965, I met with A. L. Sams, Assistant District Manager of Pacific Power and Light Company and A. C. Harwood the Resident Engineer from the Highway Department who is in charge of our contract at the Valley of the Rogue State Park, regarding power line #282. This line has 3 power poles that have to be moved during the construction of our contract at the park. We have agreed to move the poles as the plans show and in coordination with the time schedule of S. A. Hutchins and Association Construction Company, the contractors on this project.

Robert E. Smith
Head Engineering Unit

RES:lg

NOTED
LLOYD P. SHAW

RECEIVED
SEP 29 1965
DEPT. OF TRANSPORTATION

FOR FILING

15-3325

6732

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1965

SUBJECT: Valley of the Rogue State Park
Assignment #401

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

As requested in your assignment #401, I contacted Mr. Charles White, owner of property which we are negotiating for at Valley of the Rogue State Park in Jackson County.

Mr. White was desirous of having us reduce our taking and consider an exchange of properties. After inspecting the area with White and studying his proposal it was our opinion that this could be arranged and still give us sufficient area for our purposes.

Right of Way Agent McEldowney was requested to proceed with the negotiations as outlined while with White.

An easement for a pipe line was included in the deal and the appraiser had indicated its value at $100. When White was contacted he demanded $500 for this privilege.

After a staff conference it was decided to return to our original acreage and advise Mr. White that we would go to condemnation proceedings for the property.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

NOTED
LLOYD P. SHAW

RECEIVED
SEP 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 - 1965
FOR FILING

15-3325
1
.6732

Salem, Oregon
July 30, 1965

Mr. David G. Talbot
State Parks Superintendent

Mr. Gaskill's July 29 Letter
Regarding Charles White and
Valley of Rogue Park

Please arrange to have someone from Parks Division meet with White. I understand this may involve a proposal to swap some land; therefore, I suggest Mr. Koons as a likely candidate.

As far as White's attempt to bring into discussion land prices or right-of-way procurement practices, nothing should be done. The purchase should follow normal channels.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

FORM E-90 80M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 29, 1965

SUBJECT:
Mr. Charles White's telephone call to Mr. Jackson's office

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
D E P A R T M E N T

I called Mr. Charles White on July 28, 1965 and discussed with him the reasons we would like to acquire the property on the north side of the county road.

I told him that we were not interested in the spring above the reservoir site because we were aware that it did not produce an adequate amount of water. We have checked into the possibility of wells and find that even a series of wells would not give us a sufficient amount of water. I also pointed out to him that we need a large storage facility. This satisfied him on this point.

He wants to meet with someone from the Parks Division and also someone with the authority to negotiate for the land that we wish to acquire. From his conversation, I understand that he would like to do some land trading. He also objected to the amount that the state offered.

He suggested that a tentative date be set up for the week of September 13-17 for the meeting at the Valley of the Rogue State Park.

Mr. White is the son of the Mrs. White who has life estate on the house and acreage in the Valley of the Rogue Park.

I also mentioned the difficulties we are having with Mr. Costello, the caretaker who lives on the White property. Mr. White stated that he would take care of the situation.

NOTED
LLOYD P. SHAW

Warren H. Gaskill
Field Engineer

RECEIVED
JUL 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

WHG:al

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 19, 1965

Maint
Parks
Valley of Rogue

SUBJECT: White Property
Rogue River - Jackson County
File #27321, 30619, L-3406
L-3382

Mr. G. E. Rohde
Chief Counsel
BUILDING

Valley of the Rogue State Park

Again I wish to call your attention to the above file concerning the life estate of the Whites in this property.

Mr. White passed away some time ago. Mrs. White has not, according to information, occupied this house since October, 1962. A tenant who claims to be staying there as a caretaker, is becoming increasingly obnoxious. Our manager reports that he drives through the park to reach the house he occupies, at speeds which endangers the users of the overnight and day-use camps. He engages in target practice with a rifle which endangers the users of the park. Recently he came to the registration booth visibly intoxicated and caused a disturbance.

We have informed our manager that a complaint should be filed against this individual the same as we would do to any other person who caused a disturbance in our parks. Can you suggest any other manner in which this can be handled?

A letter from John Irvin on this matter in 1963 advises us that Mrs. White can hold this life estate for an indefinite period, even though she does not occupy the house.

L. V. Koons, Deputy
State Parks Superintendent

LVKshl
cc: Warren H. Gaskill
Harry W. Luckett

NOTED
LLOYD P. SHAW

MEMORANDUM FROM

Marina Gardiner - Medford

Friday, June 18, 1965

MR. CHARLES WHITE
8498 Avenue 19
Chowchilla, California

Telephone: 665-4054

Mr. White telephoned you today about Valley of the Rogue State Park. He said the park property had been obtained from his family, and now he has a communication from Mr. McEldowney, right of way agent at Roseburg, indicating that the State wants to acquire another small parcel of the White property for a maintenance station and right of way for a pipe line. He believes the pipe line is to bring water from a spring on the Government-owned land at the top of the hill.

Purpose of Mr. White's call was to ask if the State Engineers had explored the possibility of using the underground water at the park site. He said the family water supply is from a 22-foot dug well at the home site, and this pumps about 20 GPM. The water has been checked regularly and has never been impure for domestic use.

Mr. White said that under the park is a layer of "tight gravel",(sort of a natural concrete) this being some 4 to 6 feet beneath the surface. The water should be located between 20 and 25 feet depth. He thinks this would be more economically feasible than having to bring it so far. He did not know whether the State is aware of this underground water and whether they had checked the possibility of using it. He was aware that the Park Department was in need of ~~domestic~~ water for use at the park.

Mr. White is perfectly willing to sell the parcel for the maintenance station -- and to grant the right of way (altho they do plan to subdivide the property at a later date)... but he believes that development of the underground water would be more satisfactory.

PACIFIC POWER & LIGHT COMPANY

MEMORANDUM FROM:

Marina Gardiner - Medford

Mr. White would like to hear whether the State has investigated the underground water situation...and if you have any questions about it, please call or write to him.

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1965
FOR FILING
15- 3325
6732

Salem, Oregon
July 19, 1965

Assig' #393 LPS

Mr. David G. Talbot
State Parks Superintendent

Attention: L. V. Koons

Under date of June 18 a memorandum written by Marina Gardiner of the Medford office of Pacific Power and Light Company, explained a telephone call from a Mr. Charles White of 8498 Avenue 19½, Chowchilla, California.

Mr. White apparently is familiar, and possibly connected, with the previous owners of a portion of the Valley of the Rogue Park. The Pacific Power and Light memorandum is quite self-explanatory and a copy is attached.

Will you please have someone contact the Medford office of Pacific Power and Light and discuss the White conversation with Mrs. Gardiner. It would be well to explain that regardless of the source of water which we might contemplate, a storage facility is necessary due to the uneven demand upon the water system of a park of this type.

It is possible that Mr. White is connected with the Rogue River Whites and can be contacted on the ground. If the person contacting Mrs. Gardiner could determine this latter possibility, it would be well to make a contact with Charles White.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter
Victor D. Wolfe

MEMORANDUM FROM: Cooper

Marina Gardiner - Medford

Forte

ROUTED
LLOYD P. SHAW

Friday, June 18, 1965

REFERRED TO (780)

MR. CHARLES WHITE
8498 Avenue 19½
Chowchilla, California

Telephone: 665-4054

Shaw

BY DEPUTY STATE ENGINEER

Mr. White telephoned you today about Valley of the Rogue State Park. He said the park property had been obtained from his family, and now he has a communication from Mr. McEldowney, right of way agent at Roseburg, indicating that the State wants to acquire another small parcel of the White property for a maintenance station and right of way for a pipe line. He believes the pipe line is to bring water from a spring on the Government-owned land at the top of the hill.

Purpose of Mr. White's call was to ask if the State Engineers had explored the possibility of using the underground water at the park site. He said the family water supply is from a 22-foot dug well at the home site, and this pumps about 20 GPM. The water has been checked regularly and has never been impure for domestic use.

Mr. White said that under the park is a layer of "tight gravel",(sort of a natural concrete) this being some 4 to 6 feet beneath the surface. The water should be located between 20 and 25 feet depth. He thinks this would be more economically feasible than having to bring it so far. He did not know whether the State is aware of this underground water and whether they had checked the possibility of using it. He was aware that the Park Department was in need of domexxxx water for use at the park.

Mr. White is perfectly willing to sell the parcel for the maintenance station -- and to grant the right of way (altho they do plan to subdivide the property at a later date)... but he believes that development of the underground water would be more satisfactory.

MEMORANDUM FROM:

Marina Gardiner - Medford

Mr. White would like to hear whether the State has investigated the underground water situation...and if you have any questions about it, please call or write to him.

RECEIVED
JUN 22 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 27 1965
FOR FILING
V5-3825
6722

30-7

May 26, 1965

Oregon State Highway Commission

Gentlemen:

Park maintenance and administration headquarters for Valley of the Rogue State Park now occupy space which would be more advantageously used as an overnight camp unit.

The attached small-scale map shows in red color a tract of land containing 12.9 acres north of and adjacent to the Stageconch County Road and also shows in red color a proposed water line easement a short distance easterly from this parcel of land. It is proposed that the park maintenance and administration headquarters be established on the acreage plot.

It is also proposed that the water line easement be used as right-of-way for developing a more adequate and reliable water system for the park. This will include a 20-thousand-gallon concrete storage tank which will aid retention in water chlorination and furnish a reserve supply of water in case of a pump breakdown.

The land proposed for acquisition is held under two ownerships, A. H. Sanders and Harry L. White. The appraised values are, respectively, $5,815 and $3,275, for a total of $9,090.

Your approval of negotiations for acquisition of these properties is recommended. This matter will be on the agenda for the June 1 Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
David Talbot
C. H. Maison
Walter T. Wright
L. R. Chandler

EPS:rjw fn

FORM E-30 50M 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 20, 1965

SUBJECT: R/W File Nos. 37236 and 37237
Proposed Addition and Water Line Easement
Valley of the Rogue State Park
Jackson County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

Attached are ten prints showing a tract of land containing 12.9 acres laying north of and adjacent to the State Coach County Road; also, a proposed water line easement. The land is owned by A. H. Sanders and Nettie N. Sanders and Harry L. and Elizabeth P. White.

According to appraisal reviews, dated May 17, 1965, by Mr. H. W. Snell, Right of Way Reviewing Appraiser, it is his opinion that the just compensation for the taking, including damages to the remainder, if any, is $5,815, on the Sanders property, File #37236, and $3,275 on the White property, File #37237.

The purpose for acquiring this land is to provide space for maintenance and administration headquarters for the Valley of the Rogue State Park. The present headquarters are not adequate, do not comply with good park design and occupy land planned for an overnight camp unit.

The water line easement will provide right of way for the development of a more adequate and trustworthy water system for the park. Also the 20,000 gallon concrete storage tank, which will be part of the development, will aid retention in water chlorination, furnish a reserve supply of water in case of a pump breakdown and be a economical solution of water supply for future overnight camp and picnic development.

It is recommended that permission be obtained from the Highway Commission at its next meeting to negotiate for the land and the water line easement.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

PED:hl
Attachments
cc: Walter T. Wright

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

I-5-1(60)12 Roadway illum. install. 1965
on the N. Ashland & S. Ashland
#6733 Interchange, Pacific Hwy.

C+A 2935

RECEIVED
NOV 16 1966
FOR FILING

I-C-1(60)12

6733

November 14, 1966

Glens Falls Insurance Company
Pacific Coast Department
350 Sansome Street
San Francisco, California 94104

Gentlemen:

A post-final payment for $2,750 will be made to Madsen and Stokes Electrical Contractors on Contract No. 6733 for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County as soon as the warrant is prepared.

The total amount paid on this contract will be $28,441.56 including the post-final payment. Of the total $53.56 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Madsen and Stokes Electrical Contrs.
P.O. Box 280
Roseburg, Oregon 97470

Fred York
1200 High Street
Eugene, Oregon
C.H. Maison
Attn: John Herr

DEC 7 - 1966

FOR FILING

FORM PR-22A (2) (12-63)

CC: CSHD(Klaboe)
Region
Nash DC
Christianson, Area Engr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-1( ) 12

FINAL REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	DIVISION
0673	5	Jackson	Oregon
DATE OF REPORT: 11-2-66	REPORT MADE BY: G. L. Eller, Asst Area Engr		PROJECT NO.: I-5-1(60)12
COMPLETION DATE: 4-14-66	ACCEPTANCE DATE BY CONTRACTING AGENCY: 10-5-66	TIME ELAPSED: 183	APPROVED EXTENSION(S): 55 days
CONTRACT TIME: 1-31-66	LOCATION: Interstate Route 5 at the North Ashland and South Ashland Interchange areas		

The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

A copy of the State's materials certificate is attached to the Division office copy of this report.

All applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with Section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

Other remarks:

NORTH ASHLAND INTERCHANGE - SOUTH ASHLAND INTERCHANGE SECTION
PACIFIC HIGHWAY
Illumination

NOTED
P. B. KLABOE

This project provided for furnishing and installing all equipment required for roadway illumination at the described interchange areas.

No subcontractors were used in completing the project.

The contract amount was $29,288.00; final cost less liquidated damages was $28,489.50. No significant overruns or underruns occurred.

The contractor used 73 calendar days more than provided for in the contract to complete the project. A request for an extension of time amounting to 90 calendar days was considered. An extension amounting to 55 calendar days was granted by the State and concurred in by this office. Therefore, liquidated damages for 18 calendar days were assessed the contractor.

(more)

The project has been completed in substantial conformity with the approved plans and specifications, including authorized changes and extra work.

Acceptance of the project is recommended.

Gerald L. Eller
G. L. Eller
Area Engineer

Original signed by Asst.
M. E. Martin
Dist. Engineer
M. E. Martin, Dist Engr
Division Engineer
For A. W. Parsons,

Project Accepted 11-2-66
Date

orig to Morgan
12-1-66

One Extra Work Order for flagging, and anticipated item, was approved. One State Force Order to furnish and install a service pole was necessary. This order was nonparticipating.

The materials certificate certifying that all materials used on the project substantially met pertinent specification requirements of the contract is attached to the Division office copy of this report.

RECEIVED
NOV 7 - 1966
FORESTRY

I-5-1(60) 12

6122

October 10, 1966

1045

Madsen and Stokes Elec. Contr.
P. O. Box 280
Roseburg, Oregon 97470

16

Gentlemen:

The State Highway Commission at its meeting on October 6 considered your request for an extension of time on Contract No. 6733 on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date to March 27, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
Arvey Nelsen
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

Form 60-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(60)12
N. Ashland-S. Ashland Interchange, Jackson County
Contract No. 6733 - Illumination

We concur with the 55-day extension of time requested for the above contract in your letters of June 17, 1966 and September 6, 1966.

only Mr. Lovett
Jerry
cc Mason

9-19-66

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM SEP 20 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

E—330.(Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date January 25, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from NINETY days to (90) time extension each to complete our Contract No. #6733, without the assessment of liquidated damages. The said contract is described as follows: N. Ashland Interchange, S. Ashland Interchange, Illumination, Pacific Highway, Jackson County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Inclement weather prevented 100% operation for two weeks.
2. Approval of pole shop drawings were delayed by the unique pole design.
3. See attached letter

Respectfully submitted,

MADSON & STOKES ELECTRICAL CONTR.
Contractor

By Chas Stokes
partner

CONSENT OF SURETY

Date January 25, 1966

We, Glens Falls Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Fred York
Attorney-in-fact

(SEAL)

Fred L. York
Resident Agent

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
RECEIVED
MAY 31 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6733 Contractor Madson & Stokes Electrical Contr.

Highway Pacific

Section N. Ashland Interchange-S. Ashland Interchange

Kind of Work Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Grant 55 days without assessment of liquidated damages because of conditions beyond contractors control. Assess liquidated damages for 18 days.

Recommended for Approval:

John Quenzer
Division Engineer

Construction Engineer or
Bridge Engineer

Assistant State Highway Engineer

Contract No.	6733
Project designation	I-5-1(60)12 (State-Federal)
Date awarded	11-4-65
Work started	11-29-65
Per cent completed	100% 4-14-66 (Date)
No. of Workdays Allowed	to 1-31-66
No. of Workdays Used	to 4-14-66
No. of Added Workdays Requested	90

RECEIVED
OCT 6 - 1966
FOR FILING

3.6-1 (6) 13
6733

October , 1966

Glens Falls Insurance Company
Pacific Coast Department
Camill Bldg., 350 Sansome Street
San Francisco, California 9 .10.

Gentlemen:

Contract No. 6733 awarded to Madson & Stokes Electrical Contractors for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County was completed on April 1., 1966, and accepted by the Highway Commission on October 5, 1966.

Final payment in the amount of $1,64..0 will be released to the contractor after October 12, 1966. The total contract amount is $25,691.56 including $53.6 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: Madson & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Mr. Fred York
1200 High Street
Eugene, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 5 - 1966
FOR FILING

I-5-1(60)12
6722

October 5, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed April 14, 1966, on Contract No. 6722. The contract was with Madson & Stokes Electrical Contractors and was for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective this date.

This matter will be on the agenda for the October 6 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
E. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

bg fn

RECEIVED
SEP 28 1966

2.1(6)12
6733

September 27, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 16
October 6, 1966 meeting

Gentlemen:

The contractor (Madsen and Stokes Electrical Contractors) on the North Ashland Interchange-South Ashland Interchange Section illumination on the Pacific Highway in Jackson County, Contract 6733, has requested that the date of completion be advanced from the specified date of January 31, 1966, to March 14, 1966, without assessment of liquidated damages.

The contractor's reasons for this request are inclement weather, delay in approval of shop drawings for poles, and delay in obtaining luminaires to satisfy State requirements.

The contractor is entitled to consideration for the delay in obtaining luminaires. Contract specifications for luminaires were indefinite as to light delivery to roadway surface requirements. The contractor's first proposal for the luminaires submitted September 9, 1965, though it essentially complied with the specifications, was not desirable nor satisfactory. It was not until February 2, 1966, that satisfactory details for the luminaires were worked out with the contractor and his supplier.

The overall delay in completing the work was 73 calendar days. The delay attributable to working out details for satisfactory luminaires was 55 days.

Because the contractor was prevented in part from completing the work by conditions beyond his control, I recommend that he be granted a 55-day extension, advancing the completion date to March 27, 1966, without assessment of liquidated damages and that he be assessed liquidated damages for the period March 28, 1966, to April 14, 1966, a total of 18 days. This amounts to an assessment of $900.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the October 6 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf bg

POST OFFICE BOX 280
1230 N. E. STEPHENS STREET
ROSEBURG, OREGON 97470
TELEPHONE 672 4488

BILL MADSON 673 7760
CHAN STOKES 672-1466

MADSON STOKES
ELECTRICAL CONTRACTORS

January 25/1966

Oregon State Highway Department
2692 N. Pacific Hwy.
Medford, Oregon 97501

Attention: Allan C. Harwood, Resident Engineer
Reference: Contract # 6733, Ashland Illumination

Gentlemen:

Enclosed please find copy of letter received from Graybar Electric, our supplier of luminaires for the above referenced job. Our supplier advises us that the best we can expect is 8 weeks delivery from the time of placing order. You will note the letter is dated January 5th/1966. This will obviously cause the job to run over the time and we therefore request an additional 90 days to complete this project. We feel that since the state requested luminaires other than on original specifications, our request for the time extension should be granted.

Also, the letter from Graybar Electric mentions a letter of December 21/1965 from the Bridge Division to the Resident Engineer. We have not seen, nor do we know of this letter.

Very truly yours,

MADSON & STOKES ELECTRICAL CONTR.

Chan A. Stokes, partner

CAS:car
encl.

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 27 1966
FILE:

GENERAL ELECTRIC

INDUSTRIAL SALES OPERATION

MAIL ADDRESS
Post Office Box 909

Portland, Oregon 97207
January 26, 1966
CRAYBAR FOR MODEL 3 STOKES
ASHLAND INTERCHANGE
REQUISITION #7-M6047

Mr. Al Cooper
EUGENE OFFICE

Dear Al:

Enclosed are six copies of [illegible] should submit for formal State approval, for the [illegible] job.

We have instructed the factory to [illegible] in process on the M-105 originally ordered.

The reason for this change is that Mr. [illegible] that we [illegible] with a different [illegible] for [illegible] which would [illegible] such as this job where pole spacings are [illegible] we originally submitted, but the State [illegible] a real good job of placing the light [illegible].

[illegible] requested [illegible] -400 [illegible] present luminaire [illegible] their down the road for application [illegible]. Curve No. 55-74214-00, which [illegible] locations, however, it did not do

At his request, I, therefore, held up production on the 250 watt luminaires and obtained the enclosed curve for his consideration. [illegible] determined me today to say that this curve was approved and that we could release for manufacture. Merle Bailey also advised that there was a December 21, 1965 letter from the Bridge Division to the resident engineer regarding a change in socket position on these 250 watt luminaires.

Please let me know if there are [illegible] concerning this [illegible]

J. W. Hansel
SALES ENGINEER

JWH/br
Encl.

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
JAN 27 1966
FILE:

RECEIVED
SEP 6 - 1966
FOR FILING

I-5-1(60)12

6733

4818

September 6, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: N. Ashland-S. Ashland
Interchange Illumination
Contract No. 6733
FAP No. I-5-1(60)12

Dear Sir:

In line with the last paragraph of your memo of July 12, we desire further consideration of our request of June 17 for your concurrence in a proposed extension of time.

Contract specifications were definite as to the luminaire to be furnished. In specifying the size luminaire for certain locations, light delivery to the roadway from the pole spacing called for on the plans was minimal. The contractor proposed a luminaire that met all contract requirements for the luminaire. However, when the light curve and light delivery characteristics were considered along with the pole spacing, it was found that light delivery to the roadway surface was inadequate. To correct this situation we requested the contractor, through his supplier, to change the socket position on the luminaire or to furnish a different luminaire. This request delayed the supplier's delivery of the luminaires to the contractor.

No actual plan changes were made. The revised luminaire furnished and installed met all specification requirements and did give desired ratio 8:1 light delivery to the roadway surface.

We feel that the contractor acted in good faith in that his original proposal which met specifications requirements for luminaires and that the delay was due to our desire to obtain better light delivery to the roadway surface and our request to the contractor to furnish a different luminaire.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf/TE:ja

Form CD-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street NE
Salem, Oregon 97301

DATE: July 12, 1966

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(60)12
N. Ashland Interchange - S. Ashland Interchange Section
Pacific Highway, Illumination

Mr. Edwards' letter of June 17, 1966, requests concurrence in an extension of the project completion date from January 31, 1966, to March 27, 1966, on the subject contract. The contractor has requested a 90 calendar day extension as opposed to the recommended 55 day supported extension as outlined in the referenced letter.

The fourth paragraph of Mr. Edwards' letter indicates that the luminaires essentially complied with the specifications as proposed by the contractor on December 9, 1965. Having reviewed the contract specifications, we feel that they adequately cover the requirements for the planned luminaires.

Our files have no record of a price agreement or other documentation indicating a modification of the specifications.

Based on the information available to us at this time, Federal participation in this project will be based on the contract completion date of January 31, 1966 with full assessment of liquidated damages.

If further consideration is desired in this matter, please forward additional data indicating the indefinite aspects of the specifications resulting in a nondesirable product and showing the modifications ordered for the final installation.

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JUL 21 1966
9 10 11 12 1 2 3 4 5 6

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 20 1966

I-5-1(60)12
6733

June 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

RE: N. Ashland-S. Ashland Interchange
Illumination
Contract No. 6711
FAP No. I-5-1(60)12

Dear Sir:

Specified completion date for the contract is January 31, 1966. The work was actually completed April 14, 1966, an overrun of 73 calendar days. The contractor requests that he be granted a 90 calendar day extension of time, advancing the completion date to May 1, 1966 without assessment of liquidated damages.

The contractor's reasons for this request are: inclement weather which prevented 100 percent operations for two weeks; delay in approval of shop drawing for poles of a unique design; and delay in obtaining luminaires to satisfy State specifications.

No consideration is given to the contractor's first two reasons, i.e., inclement weather and delay in approval of shop drawings for poles.

The contractor is entitled to consideration for the last reason stated, delay in obtaining luminaires. Contract specifications for luminaires were indefinite as to light delivery to the roadway surface requirements. The contractor's first proposal for the luminaires, submitted December 9, 1965, though it essentially complied with the specifications, was not desirable nor satisfactory. It was not until February 2, 1966 that satisfactory details for the luminaires were worked out with

the contractor and his suppliers, a delay of 53 days. This is considered a delay attributable to conditions beyond the contractor's control.

I propose to recommend to the Highway Commission that the contractor be granted a 55-day extension, advancing the completion date to March 27, 1966 without assessment of liquidated damages and that he be assessed liquidated damages for the period March 28, 1966 to April 14, 1966, a total of 18 days.

May I have your concurrence to this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf jwa

RECEIVED
MAY 31 1966

FORM S-128X 50M 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-1(60)12

6733

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

May 2, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on April 14, 1966, on Contract No. 6733, N. Ashland Interchange-S. Ashland Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(60)12.

We request that your office inspect the contract work and return a signed copy of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 5-23-66

Conditions noted on above date: This project was inspected on 5-18-66 and found to be complete in substantial conformance with plans and specifications.

A. W. Parsons
Division Engineer

By: ME Martin
M. E. Martin
District Engineer

NOTED
F. B. KLABUE

CTC:

Young
5-31-66

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

RECEIVED
DEC 17 1965

MOUNTAIN TRANSACTION NO.

PROJECT REPORT NO.

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-2-65

STATE: Oregon

COUNTY: Jackson

PROJECT NO.: I-5-1(60)12

6733

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

N. Ashland Int.-S. Ashland Int. Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	0.00
*OTHER *(Specify)*		

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 32,546.00	$ 30,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

XX By A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 2 1965

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 8905-P64

Oregon State Highway Department

Federal Aid
Project No. I-5-1(60)12

N. ASHLAND INT.-S. ASHLAND INT. SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 16, 1965

Type Code Y030
Illumination (Sta. 1296+10.46 to Sta. 1711+25.0) (Contract No. 6733)

Illumination Installation, Complete	All Required	$29,288.00
		$29,288.00
Flagging (57½% of Contractor's Cost)	All Required	$ 300.00
	Subtotal	$29,588.00
	Engr. & Cont.	2,958.00
	Total	$32,546.00

Length of project - - - - - - - - - - - - - - - - 0.00 miles

Federal Funds -	$30,000.00
State Funds -	$ 2,546.00
Total	$32,546.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

Oregon State Highway Department

Federal Aid
Project No. I-5-1(60)12

N. ASHLAND INT.-S. ASHLAND INT. SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, October 26, 1965

Type Code Y030
Illumination (Sta. 1296+10.46 to Sta. 1711+25.0)

Illumination Installation Complete	All Required	$33,700.00
		$33,700.00
Flagging (57½% of Contractor's Cost)	All Required	300.00
	Subtotal	$34,000.00
	10% Engr. & Cont.	3,400.00
	Total	$37,400.00

Length of Project 0.00 miles

Federal Funds - - - - - - - - -	$34,400.00
State Funds - - - - - - - - -	3,000.00
Total	$37,400.00

Oregon State Highway Department

Federal Aid
Project No. I-5-1(60)12

N. ASHLAND INT.-S. ASHLAND INT. SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 29, 1965

Type Code 1030
Illumination (Sta. 1296+10.46 to Sta. 1711+25.0)

Illumination Installation Complete	All Required	$34,000.00
	Subtotal	$34,000.00
	10% Engr. & Cont.	3,400.00
	Total	$37,400.00

Length of Project 0.00 mile

Federal Funds -	$34,400.00
State Funds -	3,000.00
Total	$37,400.00

RECEIVED
NOV 30 1965
COMMISSIONERS
FOR FILING
MEDFORD

KENNETH N. FRIDLEY, MEMBER
WARREN
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6733

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 30, 1965

Massen & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6733, awarded November 4, 1965, for illumination on the North Ashland Interchange-South Ashland Interchange Section of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf
Enclosure

RECEIVED
DEC 16 1965
FOR FILING
I-5-1 (60) 12
6723

MISC. CONTRACTS and AGREEMENTS No. 7125

November 22, 1965

Mr. W. E. Bartelt
City Recorder
City of Ashland
Ashland, Oregon

Agenda Item
4a
11-17-65

Dear Sir:

We are enclosing for your records a fully executed copy of an Agreement covering installation of luminaire units at North and South Ashland Interchanges on Interstate 5 in Jackson County.

A copy of the Agreement has been sent to Jackson County Courthouse for their records.

A fully executed copy of the Agreement has been retained for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: Jackson County Courthouse
F. B. Crandall
(Conformed Copy)

FORM E-122X BOM 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 9, 1965

Oregon State Highway Commission

AGENDA
4a

Gentlemen:

A State-City-County agreement has been executed with the City of Ashland and Jackson County covering the installation of luminaire units at the North and South Ashland interchanges on Interstate 5.

This agreement provides that the County and City shall install, maintain and pay for electrical energy for luminaire units within their respective jurisdictions between these interchanges and the existing lineal illumination within the city of Ashland. In addition, the County is to pay for electrical energy for the luminaire units at the interchanges proper.

The cost of the illumination to be installed by the State at the two interchanges is estimated to be $42,000. This is an interstate project.

Your approval of the agreement is recommended. This matter will be on the agenda for your consideration at the meeting of December 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
H. S. Cox
L. R. Chandler

1 copy in suspense

(A)
3 COPIES TO BE SIGNED
By Secretary

NOTED
FLOYD QUERY

RECEIVED
NOV 23 1965
FOR FILING

Form CD-121 (11-63) (Prescribed by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: November 17, 1965

In reply refer to: 08-35.2-EC

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(60)12
N. Ashland Interchange-S. Ashland Interchange Section
Illumination

As requested in Mr. Young's letter of November 16, 1965 advising that all rights of way or rights of entry and access rights with the possible exception of those involved with utilities have been acquired for the above project, we hereby concur as of November 4, 1965 in the award of contract No. 6733 to Madson & Stokes Electrical Contractors, of Roseburg, Oregon, low bidder in the amount of $29,288.00 at the November 2, 1965 bid opening.

The project will not be accepted as complete unless utility access rights listed as exceptions are acquired in addition to other requirements for such action.

REFERRED TO
Young
By Asst. State Hwy. Engr.
11-23-65

copy to Litchfield

RECEIVED
NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 17 1965
FOR FILING

November 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentaive concurrence as of November 3, 1965 is requested in the award of contract for the N. Ashland Interch.-S. Ashland Interch. Section, Project No. I-5-1(60)12.

The contractor receiving the award is Madson and Stokes Electrical Contractors of Roseburg in the amount of $29,288.00 with the Contract No. 6733 assigned. This bid was received on November 2, 1965 and awarded November 4, 1965.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property, with the exceptions listed below, are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Pacific Power and Light Co.	
Sta. L^s 1300+20	Power line crossing.
Sta. L^s 1299+00 to L^s 1307+60	Four poles located inside and adjacent to the northerly access control line.
Pacific N.W. Bell Telephone Co.	
Sta. L^s 1309+70	Telephone crossing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:jb

RECEIVED
NOV 10 1965

FOR FILING
6733

November 9, 1965

Oregon State Highway Commission

Gentlemen:

A State-City-County agreement has been executed with the City of Ashland and Jackson County covering the installation of luminaire units at the North and South Ashland interchanges on Interstate 5.

This agreement provides that the County and City shall install, maintain and pay for electrical energy for luminaire units within their respective jurisdictions between these interchanges and the existing lineal illumination within the city of Ashland. In addition, the County is to pay for electrical energy for the luminaire units at the interchanges proper.

The cost of the illumination to be installed by the State at the two interchanges is estimated to be $42,000. This is an interstate project.

Your approval of the agreement is recommended. This matter will be on the agenda for your consideration at the meeting of December 14.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Matson
H. S. Cox
L. R. Chandler

VPJ:njc bg

RECEIVED
NOV 5 1965
SP*19102-734

FOR FILING

I-5-1(60)12

6733

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1965

To: Mr. L. H. Young
Office Engineer
BUILDING

SUBJECT: Access Control of Utilities
N. Ashland-S. Ashland Section
Pacific Highway
Jackson County
Project No. I-5-1(60)12

ATTENTION: Mr. R. N. Chase

The following Utilities are located within the access control line on the No. Ashland Interchange and have not had their existing access rights controlled by appropriate permits. We expect to complete the proper permits in the near future:

Company	Station	Remarks
Pacific Power & Light Co.	L^s 1300+20	Power line crossing.
Pacific Power & Light Co.	L^s 1299+00 to L^s 1307+60	Four poles located inside and adjacent to the northerly access control line.
Pacific N.W. Bell Telephone	L^s 1309+70	Telephone Crossing.

These facilities were placed in their present location during the grading contract.

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

FGP:bjm

cc: F. B. Klaboe

RECEIVED
OCT 20 1965

Form CD-121
(11-63)
(Prep. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-1(60)12

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: October 11, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(60)12
N. Ashland Interchange - S. Ashland Interchange Section
Illumination

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired for occupancy and contractor's use, and further that control of access rights has been acquired with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's October 7, 1965 reports.

Mr. Young's October 7, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Young's w/ encl. 10-20-65

RECEIVED
OCT 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 11 1965
FOR FILING
I-5-1( )
1753

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 7, 1965

SUBJECT: Utility R/W Status Report for November 2, 1965 Contract Letting

To: Mr. L. H. Young
Office Engineer

BUILDING

NOTED

The status of negotiations with Utilities on all FAI, FA and ER projects for this letting is as follows:

FAI PROJECTS:

1. JEFFERSON ST.-THURMAN ST. SECTION: Clearing

The City of Portland Water Bureau owns service lines scattered from Overton Street to the south end of the project which may conflict with the proposed or future construction. The Water Bureau is now preparing an estimate of cost for "killing" these lines. This work will be accomplished during the life of the contract. No delay is anticipated.

No other Utilities are involved.

2. BRIDAL VEIL-HOOD RIVER SECTION: Screen Planting

No Utilities are involved.

3. CABIN CREEK SAFETY REST AREA: Improvement

Douglas Electric Cooperative, Inc. owns two poles which will conflict with the proposed construction. One pole is on public road right of way and will be moved at no cost to the State. The other pole was installed in 1964 as a result of the State's request for power service to the rest area. Our Legal Department is making a determination as to the State's obligation. The estimated cost for this adjustment is $100. The Utility will not need any additional right of way and the work will be performed during the life of the contract in such a manner as not to interfere with the contractor's operations and at the same time cause a minimum interruption of service to the rest area.

Pacific Northwest Bell Telephone Company owns facilities contacted on a power pole located on public road right of way. This will be moved at no cost to the State. No delay is anticipated.

Staff Attorney's letters to the above-mentioned companies will be submitted to the Bureau of Public Roads by separate correspondence.

4. GETTINGS CREEK SAFETY REST AREA: Improvement

No Utilities are involved.

5. ASHLAND INTERCHANGE (2): Illumination

No Utilities are involved.

6. CELILO-RUFUS SECTION: Grading, Paving and Signing

Negotiations have been in process with the Union Pacific Railroad Company since 1962; however, it will be another 30 to 60 days before the railroad will be able to furnish us a copy of the proposed agreement. A Permit of Entry dated August 19, 1965 has been received from the railroad. Mr. Young's letter of October 5, 1965 requested that the requirement of subparagraph 6e of PPM 21-6.3 relative to a copy of the proposed railroad agreement being furnished the Bureau of Public Roads prior to their concurrence in award be waived.

All other Utilities will be adjusted prior to awarding the contract.

7. IRRIGON JCT.-UMATILLA CO. LINE SECTION: Grading, Paving, Structure & Signing

Umatilla Electric Cooperative Association owns a power line extending the length of the project located mostly on public road right of way, which conflicts with the proposed construction. The estimated cost for the reimbursable portion of this work is $800. It is estimated this work will be completed by January 31, 1966.

Pacific Northwest Bell Telephone Company owns aerial facilities occupying two poles located near the easterly end of the project which will conflict with the proposed construction. One is owned by the telephone company and is on

public road right of way. The other is owned by the power company and is on private property. The estimated cost for the State's share is $200. The estimated date of completion is December 31, 1965.

It is not anticipated the State will reimburse the Utilities for any additional right of way on this section.

Staff Attorney's letters to each of the above-mentioned companies will be submitted to the Bureau of Public Roads by separate correspondence.

8. WILLOW CREEK SECTION: Grading, Paving, Structure & Signing

No Utilities are involved.

9. LIME-MALHEUR CO. LINE SECTION: Grading, Paving, Structures, Signing & Truck Scale Site

Idaho Power Company, El Paso Natural Gas Company and Salt Lake Pipe Line Corporation are in the process of relocating their facilities. It is anticipated this work will be completed before the project is awarded. Pacific Northwest Bell Telephone Company's facilities are located on Idaho Power Company poles so they will adjust their facilities in conjunction with the power company.

ER PROJECTS:

1. TOLEDO SLIDE SECTION: Slide Correction

Central Lincoln P.U.D. owns four power poles which will conflict with the proposed construction. One of these is on private property. The estimated cost to the State is $300 and the estimated date of completion is December 31, 1965.

Toledo T. V. Cable Company owns facilities contacted on power poles located on public road right of way which will conflict with the proposed construction. These will be adjusted at no cost to the State. The estimated date of completion is December 31, 1965.

Pacific Northwest Bell Telephone Company owns telephone facilities located on five poles which will conflict with the proposed construction at M.P. 8.4 slide. One of these is on public road right of way and four are on private property.

The company has facilities contacted on a power pole on public road right of way which will conflict with the slide at M.P. 7.6 to 7.7.

The State's share of this work is estimated to be $900 and the estimated date of completion is December 31, 1965.

The City of Toledo owns water lines located on public road right of way within the city limites of Toledo which will conflict with the proposed construction. This work will be accomplished at no cost to the State and the estimated date of completion is December 31, 1965.

It is not anticipated that it will be necessary for the State to reimburse any Utility on this section for additional right of way.

Staff Attorney's letters to each of the above-mentioned Utilities will be submitted to the Bureau of Public Roads by separate correspondence.

2. SANTIAM DIKE SECTION: Bank Protection

Pacific Power and Light Company owns two anchors located on private property which will conflict with the proposed construction. The estimated cost to the State is $500. The company should have this work completed by November 15, 1965.

It is not anticipated the State will reimburse the Utility for any additional right of way.

Attached you will find two copies of our Staff Attorney's letter to Pacific Power and Light Company

3. DORENA SLIDE SECTION: Shoulder Restoration.

No Utilities are involved.

ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 7 1965
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm
Attachments

cc: F. B. Klaboe
C. H. Maison
D. H. Moehring
L. H. Young (13)

Form CD-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Edwards

DATE: August 17, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon I-5-1(--)11, Neil Creek-
Seven Oaks Section, Pacific Highway
Proposed illumination of North and
South Ashland Interchanges

The additional information furnished with Mr. Edwards' July 23, 1965 letter is sufficient to warrant the proposed partial illumination of the subject interchanges under the proposed revisions of the AASHO Lighting Guide, Case B-4.

Approval is, therefore, granted for you to proceed with the subject project in accordance with the preliminary plans previously submitted to this office.

RECEIVED
AUG 20 1965
TRAFFIC ENGINEERING

RECEIVED
AUG 18 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Gordon
Proceed
Jan 8/6 Jul 65

Copy to Klabo
8-19-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JUL 27 1965
I-5-1(20) 12
6733

July 23, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

We wish to submit for your reconsideration and approval a proposed illumination project on the North and South Ashland Interchanges on I-5 in the vicinity of Ashland as a Federal-aid project in accordance with the attached plans.

A review of the forthcoming revisions of the AASHO's "An Informational Guide for Lighting Controlled Access Highways" indicates that all warranting conditions for partial interchange lighting are not cmpletely fulfilled at the two locations under question.

Traffic volumes and allied data are shown on the plan sheets. The new AASHO Guide indicates that under Case "H" partial interchange lighting is warranted where the total ADT current ramp traffic entering or leaving the freeway within the interchange area under rural conditions is 1,000 vehicles or more. As may be seen from the red figures on the plans, this condition is met or exceeded at each location based on 1964 traffic volumes.

In addition to the traffic volumes that exist at these two locations, there is under way and expected in the future, a considerable amount of commercial development immediately adjacent to these two interchanges. Most important is a factor that we wish to stress which involves the safety of traffic using the interchange area and ramps during periods of inclement weather. The Medford Valley, in which these two interchanges are located, have, during a major portion of the winter months, a considerable amount of extremely dense fog. During these

periods the lack of adequate nighttime visibility produces extremely hazardous operating conditions on the ramps. To provide better visibility and safer nighttime operation for this element of traffic, we propose the illumination as shown on the attached plans.

Under the two conditions mentioned above, we feel there is justification for making this installation as a Federal-aid project. We respectfully ask your reconsideration and approval of this item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:an jwa

FORM E-30 SDM 7-64 SP*6229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 13, 1965

To:

Tom Edwards
Assistant State Highway Engineer
B u i l d i n g

SUBJECT: Proposed Illumination
N. Ashland-S. Ashland Interchanges
Seven Oaks Section
Pacific Highway
TE 3743

L

You have asked for an analysis of the Bureau's letter concerning the proposed lighting on the North and South Ashland Interchanges.

They have rejected our request on the basis that it does not meet warrants contained in the AASHO Guide for Lighting Controlled Access Highways. According to the strict letter of the book, what they say in their letter of July 8th is correct. None of the warranting conditions are technically met at this location; however, you are also correct in your letter of June 16th when you told Mr. Parsons that lighting at Medford and Grants Pass was approved under almost identical conditions.

There is a bit of "face saving" going on over at the Bureau. I have unofficially found out that the lighting at these two locations was justified to their Washington office on the basis that it was made because of unusual fog and weather conditions that prevail so much of the time during the winter months in that area.

I would suggest that we try once more to get the project approved by transmitting the attached Suggested Draft and plans to the Bureau for their reconsideration.

L. E. George

L. E. George
Assistant Traffic Engineer

LEG:aa
Attachment

RECEIVED
JUL 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Edwards

DATE: July 8, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project I-5-1(--)11, Neil Creek-
Seven Oaks Section, Pacific Highway
Proposed Illumination N. Ashland-S. Ashland Interchanges

Reference is made to Mr. Edwards' letters dated June 1 and June 16, 1965, and our letter dated June 14, 1965 relative to the above subject.

Mr. Edwards' letter of June 16 again requests our approval of the proposed illumination of the subject interchanges but fails to submit any valid justification for such work other than a repetition of that submitted in his June 1 letter.

Our June 14 reply to Mr. Edwards' letter of June 1 fully explains why illumination of the interchanges is not warranted under Cases "E" and "K" of AASHO's "An Informational Guide for Lighting Controlled Access Highways" and continued insistence that the conditions cited warrant lighting of the interchanges under those cases is unreasonable. The fact that the local governmental agencies agree to install lineal illumination only from the city to the interchanges and pay for the electrical power consumed is not considered to be an adequate percentage of the total cost of installing, operating and maintaining the entire lighting facility to qualify as full warrants for approval under Cases "E" and "K".

Mr. Edwards' contention in his June 16 letter that lineal illumination provided by the local governing agencies from the interchanges into the cities of Grants Pass and Medford was the exact condition under which illumination of those interchanges was approved is not entirely correct. Such was only partial justification for the reason that since the approach legs of the cross-roads were to be illuminated only from the interchanges into the cities and not illuminated the required 1/2 mile in the opposing direction from the interchanges, the conditions required for approval of the proposed projects under this portion of Case "E" were not fully existent. Also, since the local governmental agencies were not paying an appreciable percentage of the cost of or wholly financing the installation, maintenance and operation of the entire lighting facilities, the conditions required for approval under Case "K" were not fully existent, either.

(more)

RECEIVED
JUL 12 1965
TRAFFIC ENGINEERING

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

In the case of the interchanges at Grants Pass, the other existing conditions which determined the eligibility of Federal participation in the cost of the proposed illumination project were as follows:

(1) Ramp traffic volumes, while less than required to fully warrant lighting the interchanges, were considered adequate when combined with the heavy fog conditions to warrant lighting under Case "H".

(2) Substantial commercial development lighted during hours of darkness were located in the immediate vicinity of the North Grants Pass interchange and also warranted lighting of it under a portion of Case "E".

In the case of the interchanges at Medford, the other existing condition which warranted approval of the proposed illumination projects were as follows:

(1) Ramp traffic volumes, while slightly less than required to fully warrant lighting the interchanges, were considered adequate when combined with the dense fog conditions to warrant lighting under Case "H".

The justification submitted to date is considered insufficient to permit approval of Federal participation in the cost of the proposed illumination project to light the North and South Ashland interchanges. If there are additional conditions existing at these interchanges which qualify as warrants for lighting, we will be pleased to review them.

Returned herewith are two prints of the proposed illumination plans.

RECEIVED
JUL 9 1965
STATE

RECEIVED
JUN 1 1965
FOR FILING
I-5-1(6) 12
I-5-2

June 16, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

I have your letter of June 14 stating your disapproval of the proposed State-City-County cooperative illumination project at the North and South Ashland Interchanges.

In these particular instances, the Department was charged with discrimination by the people of Medford Valley, and specifically including members of the Legislature from that area, for not giving equal treatment to the interchanges serving the City of Ashland as compared to those serving Grants Pass and Medford. We could not refute this charge.

As a condition preliminary to lighting the interchanges, it was required that the local jurisdictions carry continuous lineal lighting from the interchanges into the city. These were the exact conditions under which lighting was provided at Medford and Grants Pass. At Medford, the City provided the lineal illumination. In Grants Pass, the City provided the illumination to one interchange; the County, by reason of certain of the area being outside the city, provided the lineal illumination to the second interchange.

The same, identical situation prevails in Ashland wherein the City will provide lineal illumination to one interchange and the County to the other. In both cases, the contribution will be substantial. The City's illumination will be placed in conjunction with the improvement

and four-laning of the highway from the Green Springs Interchange into the existing Highway 99. The County will place the illumination on their connection to Highway 99 at an appropriate time.

You take issue with the fact that the City is only offering to pay the electrical energy. This is the exact, same situation under which lighting is provided in the City of Portland, in Salem, or any other like area. The maintenance of the facilities themselves has, in each and every instance, been assumed by the State since it was felt that an unsatisfactory condition might result if any other than State maintenance people were working on the roadway of the Interstate system. We are sure that many of the cities involved do not have the proper equipment to carry on a safe maintenance program.

We feel, therefore, that under Condition "B", the lighting is eligible.

We feel that under Condition "A", sufficient benefits in the forms of convenience, safety, policing, community promotion, and public relations most certainly are met and with the City's and the County's substantial contribution to the program, we respectfully ask your reconsideration of this item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

TE:jwa

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

Form CO-121
(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: June 14, 1965

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(--)11 Neil Creek-
Seven Oaks Section, Pacific Highway -
Proposed Illumination
N. Ashland-S. Ashland Interchanges

Mr. Edwards' letter, dated June 1, 1965, requests our approval of illumination of the North and South Ashland interchanges on the basis that such illumination qualifies under Cases "E" and "K" of AASHO'S "An Informational Guide for Lighting Controlled Access Highways."

The aforementioned Case "E" states: "Complete interchange lighting on unlighted freeways is considered to be warranted at locations where existing substantial commercial or industrial development which is lighted during hours of darkness is located in the immediate vicinity of the interchange or where the cross-road legs are lighted for 1/2 mile or more on each side of the interchange."

Case "K" states: "Complete or partial interchange lighting is considered to be warranted where the local governmental agency finds sufficient benefit in the forms of convenience, safety, policing, community promotion, public relations, etc., to pay an appreciable percentage of the cost of or wholly finance the installation, maintenance and operation of the lighting facilities."

We cannot agree that either of the interchanges in question have the conditions necessary to qualify them under either Case "E" or Case "K". There is very little, if any, commercial or industrial development located in the immediate vicinity of the interchanges and, although Mr. Edwards' letter states that the City and County agree to provide lineal illumination from these interchanges to connect with existing lineal illumination, there is no indication that the required 1/2 mile minimum from the interchanges along the cross-road in the opposing direction would also be provided lineal illumination.

In regard to Case "K" there is no indication that the City or County, or both, would pay an appreciable percentage of the cost

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

or wholly finance the installation and maintenance of the lighting facility. The City is apparently agreeable to paying only for the power consumed by the luminaire units.

Since conditions at the interchanges do not meet the requirements necessary to qualify them for lighting, we do not concur in your proposed illumination of the North Ashland and South Ashland Interchanges.

We are retaining one copy of the preliminary plans for our files. The other copies are returned herewith.

Encl.

RECEIVED
JUN 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 30 1965
DIRECTOR
STAFF
Hwy Engr

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
M. E. Martin
Dist. Engineer

March 15, 1965

08-25.2-08

A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

Oregon Project I-5-1(57)14
N. Ashland Interchange - S. Ashland Interchange Sec.
Illumination

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our approval is with the understanding that all necessary right-of-way has been acquired for occupancy and contractor's use, control of access has been obtained, and access from existing utility easements is controlled by permits, as indicated in Mr. Wright's and Mr. Litchfield's March 12 and March 10, 1965 reports.

Mr. Young's March 11, 1965 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum as being in the public interest.

The use of the Standard Specifications for Highway Construction - 1964 is approved for use on this specific project.

The use of Division I - General Requirements, Article 8-1 Subletting, dated 12-1-64, Supplemental Standard Specifications is approved for use on this specific project.

Attachment

Original To Young
with attach
3. 30. 65

19-1116 Crooked Creek Br., Fremont Hwy. 1965

#6734

RECEIVED
APR 14 1966
FOR FILING
19-1116
6734

April 13, 1966

St. Paul Fire & Marine Insurance Co.
Pacific Department
200 Mills Building
San Francisco 6, California

Gentlemen:

Contract No. 6734 awarded to Stach Construction Company, Inc., for the Crooked Creek Bridge on the Fremont Highway in Lake County was completed on February 28, 1966, and accepted by the Highway Commission on April 12, 1966.

Final payment in the amount of $1,622 will be released to the contractor after April 20, 1966. The total contract amount is $32,340 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fm

cc Stach Construction Co., Inc.
P.O. Box 730
Grants Pass, Oregon

Oakridge Insurance Agency, Inc.
Star Route, Box 215
Oakridge, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1966
FOR FILING

19-1116
6734

April 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed February 28, 1966, on Contract No. 6734. The contract was with Stach Construction Company, Inc. and was for construction of the Crooked Creek Bridge on the Fremont Highway in Lake County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 12, 1966, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
NOV 30 1965
FOR FILING

COMMISSIONERS
GLENN JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 29, 1965

Stach Construction Company, Inc.
P. O. Box 730
Grants Pass, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6734, awarded November 4, 1965, for structure on the Crooked Creek Bridge Section of the Fremont Highway in Lake County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Enclosure

RECEIVED
AUG 25 1965
FOR FILING

11-111-6
1,734

Commissioners
[illegible], Baker
William Cratsenburg, Coquille
John P. Amacher, Winchester
[illegible]
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 20, 1965

[illegible]
[illegible] Highway Department
Salem, Oregon 97310

Attention: Mr. P. D. Morgan

Dear Sir:

We are replying to your letter of July 21, which enclosed plan title sheets on the below listed projects.

1. Crooked River Bridge, Prineville-Madras Highway, Lake County.
2. [illegible] River (Detail) Bridge Section, Mohalem Highway, Klamath County.
3. [illegible] Slide Section, Corvallis-Newport Highway, Lincoln County.
4. [illegible] Ranch Section, Old Oregon Trail Highway, Baker County.
5. Siuslaw Creek Bridge, Rose Lane, Pacific Highway, Douglas County
6. Cottage Grove Bridge, Rose Lane, Pacific Highway, Lane County.
7. Oregon-California-Idaho County Line Section, Old Oregon Trail Highway, Malheur County.
8. Eugene Bus Stops Location, FAS 291, Lane County.
9. Bridal Veil-Wood River Section, Columbia River Highway, Multnomah and Hood River Counties.

We have reviewed these projects to determine effects on the fishery resources, and no problems are anticipated with the proposed construction, [illegible] as follows:

The Deschutes River, in the vicinity of construction, contains good [illegible] of anadromous fish. Protection from excessive silt loads should be given, especially during periods of low flow.

Your [illegible] in careful practices in preventing damage to spawning gravel will be much appreciated.

We are pleased to have the opportunity to comment on these plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. C. Koski
R. C. Koski
Chief of Liberations

NOTED
MAR
RECEIVED
AUG 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

8-20-65 Copies to:
F. D. Klaboe
L. A. Young
Frank Hall (2)
T. C. Rouke
J. E. Nordeen
L. W. Kuhlen (2)
R. D. Asbury (4)
L. R. Chandler (6)
J. F. Putnam (1)
A. F. Parson (4)
fp

kwhd.
cc: Director OFC

I-5-3(68) Gettings Creek Safety Rest 1966
178 Area, Pacific Hwy.
#6735 [redacted]

RECEIVED
JUL 8 - 1969

I-5-3(68)178
6735

July 8, 1969

The Aetna Casualty and Surety Company
Bond Department
1201 S. W. 12th
Portland, Oregon 97205

Gentlemen:

A post-final payment for $37.80 will be mailed to you as surety on Contract No. 6735 awarded to Oosterwyk Nurseries, Inc., for improvement in the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $64,991.65 including the post-final payment. Of the total $187.12 is for force account work.

Very truly yours,

Floyd Chaney, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Oosterwyk Nurseries, Inc.
% G. Robert Brain

Oosterwyk Nurseries, Inc.
% Paul J. Lemon

Paul R. Ratliffe

Carroll Keasey
V. E. Skoog
Attn: John Herr

RECEIVED
JUN 3 - 1969
FORM E-90-X (12-67)
FOR FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 29, 1969

To: MEMO TO THE FILES

SUBJECT: Cabin Creek Safety Rest Area
Contract No. 6730
AND
Gettings Creek Safety Rest Area
Contract No. 6735

We are processing payments to the contractor on both the subject projects which constitute complete and final settlement of all claims. The contractor signed the final Price Agreements on this basis.

The payment on Cabin Creek is in the amount of $2,829.25 and has been formally approved by the Bureau of Public Roads for Interstate participation.

The final payment on Gettings Creek is only $37.80. The items being paid now are all basically quantity adjustments but they all constitute complete settlement of claims which once totaled over $31,000.

This clears up all pending disputes with the Oosterwyk Nurseries firm arising from the several highway contracts which they have held.

John A. Bond
Construction Administration Engineer

JAB:fw

cc: F. B. Klaboe
I. D. Merchant
C. T. Keasey

RECEIVED
MAY 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED

March 27, 1968

Mr. G. Robert Brain
Attorney at Law
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Your March 18 letter to Mr. Porter has been referred to this office for reply. You refer to claims filed on three separate projects. We really have no current statement of the items still in controversy on each project. At various times in the past, inadequacies as to the basis for or derivation of requested amounts have been cited to you or the contractor.

With respect to Gettings Creek and Cabin Creek Safety Rest Areas, I am advised by Assistant Division Engineer Quiner that nothing further has been received since the most recent meeting with you at the Roseburg Division Office on September 5, 1967. We therefore do not feel that the remedies available to you at the field and staff level have been properly utilized up to this time. A properly presented claim would be considered and a response given to you. Any unresolved matters would then be a proper subject for a meeting with the Claims Review Board. I emphasize that the Board reviews claims that are unresolved after proper consideration at other levels. The Board is not the proper place to submit original claims.

The issues on the Corvallis Roadside Improvement Contract No. 6828 are probably more clearly drawn but a summary of the items still in contention here would be desirable. Our field people should have the opportunity to compile their pertinent data and a meeting could then be arranged with the Review Board to review the differences on this contract at a comparatively early time.

The usual procedure before the Review Board is for the contractor to present his argument, after which the State project people present their analysis and then either side answers specific questions which members of the Board may ask.

I will await further advice from you as to how you wish to proceed.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:ss

cc: R. L. Porter
F. B. Klaboe
R. D. Asburry
C. T. Keasey

RECEIVED
JAN 5 - 1971

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
O. ROBERT BRAIN
GALE P. HILYER, JR.
JOHN NEIKIRK

502 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

REFERRED TO
Bond
BY DEPUTY STATE HIGHWAY ENGR.

Please set attend
also Mr. Brain 3-19
Porter

March 18, 1968

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Highway Commissioner

Dear Mr. Porter:

If you will recall, the undersigned appeared on behalf of Oosterwyk Nurseries before the Highway Department in a meeting in Salem on March 5, 1968.

We were informed at that time that the matter under question should be brought before the review board of the Highway Department.

At the present time, Oosterwyk Nurseries has its claims filed with the Oregon State Highway Department in regard to Contract No. 6735 Gettings Creek Safety Rest Area, Contract No. 6730 Cabin Creek Rest Area and Contract No. 6828 Roadside Improvement Corvallis-Newport Highway.

I would appreciate it if you could let me know what dates might be available to go over these claims with the Review Board. If you would send me the available dates, I could work it in with my trial schedule on other matters to be convenient with all concerned.

I believe most of the details of these matters have already been set forth in claims although it is difficult to reduce to writing all of the matters to be brought before the Board. If it is necessary to have the hearings on the various matters at different times, please also let me know.

RECEIVED
MAR 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

The claims have been pending for a long period of time and I would appreciate it if these can be heard at your earliest convenience.

If there is anything I can do to encourage the Review Board to hear these matters, please let me know.

Very truly yours,

G. ROBERT BRAIN

GRB:sm
cc: Mr. Paul Zeman

RECEIVED
FEB 21
STATE HIGHWAY DIV.

Casualty & Surety Division
1201 S.W. Twelfth Avenue
Portland, Oregon 97205
222-9111

LIFE & CASUALTY

I - 2(4)174

6735

RECEIVED
FEB 14 7 58 AM '68
CLAY MYERS
SECRETARY OF STATE

February 13, 1968

Department of State
State of Oregon
Salem, Oregon

Gentlemen:

1. OBLIGEE: STATE OF OREGON-CONTRACT 6840 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND NUMBER: 81 S 4439 BC - OUR FILE: B 42 SC 74288 RG
2. OBLIGEE:STATE OF OREGON-CONTRACT 6730 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 3666 BC - OUR FILE: B 42 SC 67187 RG
3. OBLIGEE: STATE OF OREGON-CONTRACT 6819 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 4372 BC - OUR FILE: B 42 SC 80827 RG
4. OBLIGEE: STATE OF OREGON-CONTRACT 6828 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 4373 BC - OUR FILE: B 42 SC 75138 RG
5. OBLIGEE: STATE OF OREGON-CONTRACT 6735 - PRINCIPAL: OOSTERWYK NURSERIES, INC. - BOND: 81 S 3665 BC - OUR FILE: E 42 SC 69402 RG

We wish to alert you that we have filed with the State of Oregon, Department of State, an assignment of the funds on all of the above captioned jobs, to be paid directly to the AEtna Casualty and Surety Company.

Our Seattle office, which is coordinating the various claims, indicated that a check was drawn on the State of Oregon, Department of State, paid out of the State Treasury, to the order of Oosterwyk Nurseries, Inc. This check was dated January 31, 1968, warrant number 527486, agency number 734, check number 664636, State of Oregon, the State Treasurer, Salem, Oregon, in the amount of $4,670.15. We were concerned inasmuch as this check was sent directly to Paul Zeman of Oosterwyk Nurseries, Inc., instead of through ourselves, drawn to the order of the AEtna Casualty and Surety Company. As indicated in my first paragraph, we believe that this check was drawn as a mistake inasmuch as all of the funds on these jobs have been assigned to the AEtna Casualty and Surety Company.

Very truly yours,

Donald R. Clarke

Donald R. Clarke
Claim Representative

RECEIVED
FEB 15 1968
OREGON
STATE HIGHWAY COMMISSION

Ætna Life Insurance Company/The Ætna Casualty and Surety Company/The Standard Fire Insurance Company

pts [illegible] to Cecil Head. Hwy. Dept. 2-16-68

Copy sent to Act. Div.

RECEIVED
DEC 27 1967
FOR FILING
I-5-3(68)178
6735

December 26, 1967

Bauer and Bauer
Attorneys at Law
612 Portland Building
Portland 4, Oregon

Contract 6735

Attention: Mr. Henry L. Bauer

Gentlemen:

In your letter of December 21, you requested information concerning contracts held by Oosterwyk Nursery with the Oregon State Highway Department.

Oosterwyk Nurseries, Inc., have been awarded contracts as shown on the attached sheet.

On this list, you will note Contracts 6819 and 6828, although completed, have not yet been accepted by the Highway Commission. On these two contracts, we are retaining approximately $16,000 pending acceptance. This retained amount is the amount left after deduction of liquidated damages.

Attached are copies of the performance bonds which have been furnished with these contracts.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

FE:fkm

BAUER & BAUER
ATTORNEYS AT LAW
612 PORTLAND BUILDING
425 S.W. WASHINGTON STREET
PORTLAND 4, OREGON

HENRY BAUER
HENRY L. BAUER
RON R. FUNDINGSLAND

TELEPHONE
223-6113

December 21, 1967

State Highway Commission
Salem,
Oregon

RE: Oosterwyck Nursery

Gentlemen:

Rich Northwest Nurseries, Inc. delivered a substantial amount of nursery stock to Oosterwyck Nursery to be used upon State Highway projects this past summer. $2,000.00 of this account remains unpaid. My last report from the attorney for Oosterwyck Nursery was that there was substantial moneys remaining to be paid on this contract. Can you advise me if there is in fact money remaining to be paid to Oosterwyck Nursery on account of its work during this past year for the State Highway Commission?

Also, if the Oosterwyck jobs have been accepted and paid, will you please let me know the date of acceptance and send me a copy of the bond or bonds covering their work.

Yours very truly,

Henry L. Bauer

Cc

HLB:gz

Cedarwyk Nursing Inc. 12/22/67

#6730 Completed 9-1-66
Accepted: 3-1-67
Final pd. after 3-15-67

#6735 Completed: 9-1-66
Accepted: 12-1-66
Final pd. after 12-16-66
Final pd. after 5-3-67

#6746 Completed 5-11-66
Accepted 4-4-67
Final pd. after 4-13-67

#6819 Completed 5-12-67
Not accepted

#6828 Completed 9-29-67
Not accepted

#6840 Completed 12-21-66
Accepted 6-16-67
Final pd. after 6-29-67
2nd Final pd. after 9-1-67

RECEIVED
MAY 3 - 1967
FOR FILE

I-5-3(68)178
6735

May 3, 1967

The Aetna Casualty & Surety Co.
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

A post-final payment for $4,575.00 will be made to Oosterwyk Nurseries, Inc., on Contract No. 6735 for improvement in the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $84,740.97, including the post-final payment. Of the total $187.12 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

bc C. H. Maison
Attn: John Herr

RECEIVED
JUN 6 - 1967

I-5-3(68) 178
6735

3#-7

15 17
1459

April 26, 1967

Oosterwyk Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6735 in the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to July 24, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc L. R. Chandler
Harley Mayfield
L. H. Young
F. D. Morgan
C. H. Maison
Federal Hwy. Administration

E—320 (Rev.)—3M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date ....., 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ to ..... ~~days to~~ 9-1-66 days, within which to complete our Contract No. 6735, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Specifications in contract called for light globes and fixtures, part of which we were able to obtain after considerable delay by having especially manufactured the light globes which were not obtainable. As of August 26 the contract was changed to specify light globes which we had found as the closest ones to those originally requested. Contract was completed within four days thereafter.

Respectfully submitted,

OOSTERWYK NURSERIES, INC.
Contractor

By .....

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6735 Contractor Oosterwyk Nurseries Inc.

Highway Pacific

Section Gettings Creek Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~XXXXXXX~~ GRANTED. The reasons for such recommendation are as follows:

Extension to July 24, 1966 based on non-availability of specified luminairs.

Recommended for Approval:

John Quenger Jr
Asst. Division Engineer

Fiske A. Ford
for Construction Engineer or Bridge Engineer

F S Klaboe
Assistant State Highway Engineer

Contract No. 6735

Project designation I-5-3(68)178 State-Federal

Date awarded Nov. 4, 1965

Work started Nov. 29, 1965

Per cent completed

Specified completion Date May 24, 1966

~~No. of Workdays Allowed~~

Date Project Completed: September 1, 1966.

~~No. of Workdays Used~~

Extension requested to July 24, 1966

~~No. of Added Workdays Requested~~

State Printing 27930

Form CD-121
(11-63)
(Prea. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

TRANSPORTATION
U.S. DEPARTMENT OF [redacted]
[redacted]
Federal Highway Administration
477 Cottage Street NE.

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 3, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(68)178
Gettings Creek Safety Rest Area
Time Extension

Routing

Morgan	Pease
Decker	Moreloc
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
APR 5 1967
CONSTRUCTION
DIVISION

Reference is made to Mr. Klaboe's March 7, 1967 and November 10, 1966 letters and our February 23, 1967 memorandum regarding an extension of the specified completion date for subject project.

The analysis presented in these letters took into account the following periods of time for which liquidated damages are, in effect, to be assessed:

The period of time from May 25, the previously approved specified completion date, through June 18 inclusive, the date the work with the exception of a few minor items and the luminaires installation was complete. (25 days)

The intermittent days after June 18 on which minor contract work was performed, July 10, August 18, 19 and 22, and September 1. (5 days)

As discussed in the March 7 memorandum, the period of time from luminaire installation to the actual completion date, August 23 through August 31 with full time charged. (9 days)

By this analysis, total penalty time would be 39 days, the theoretical specified completion date would then be July 24, 1966.

We concur in your recommendation that the specified completion date be extended to July 24, 1966 with assessment of liquidated damages for 39 days amounting to $2,925.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CO-121 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 23, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-3(68)178
Gettings Creek Safety Rest Area
Time Extension

Mr. Klaboe's November 10, 1966 letter discussed a proposed extension of the specified completion date for subject project from May 24, 1966 to August 2, 1966.

We will need additional information before we can consider approving the proposed extension. Specifically, we need to know what contract items were completed other than luminaires after June 18, whether such work was related to or delayed by the installation of luminaires, whether the contractor could have been prepared and had necessary materials to complete this work within the 5-day period following June 18 had it not been for the luminaire problem, and any other pertinent information. In addition, if the luminaires were installed on August 22, what was responsible for the delay from that date to September 1, the completion date?

Routing
Morgan
Docker
Bond
Barbee
NOTE
F. B. Klaboe

RECEIVED
FEB 24 1967
OFFICE OF
HIGHWAY ENGINEER

CONSTRUCTION DIVISION

Trout
Scott
Wilson
Litchfield
Chief

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 4, 1966

SUBJECT: Extension of Time
Gettings Creek Safety Rest Area
Pacific Highway
Contract No. 6735

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a request from Oosterwyk Nurseries, Inc., contractor on the subject contract, for an extension of the completion date to September 1, 1966. The contractor's request is based on a delay in securing specified luminairs.

The original completion date of this project was April 30, 1966. This was extended to May 24, 1966 by Commission action of July 14. The Bureau of Public Roads concurred in this extension on May 26. The contractor completed all of the regular contract work, with the exception of the luminairs and some minor work, by June 18, 1966. Following this date, the contractor was establishing the lawn area and other than one day worked on July 10, three days on August 18, 19, 22, and one day on September 1 (all on contract items), no other contract work was performed. The project was completed September 1.

This contract was awarded November 4, 1965, and work was started on November 29, 1965. The contractor ordered the specified luminairs from Westinghouse on February 14, 1966. In June, he was notified that the fixtures were not available. The delay in receiving the specified luminairs is no fault of the contractor. After the contractor was notified that the luminairs were not being manufactured, the supplier thought that the specified fixtures could be obtained from existing stocks from other suppliers. On August 10, he was notified that none were available and none would be manufactured. Documents supporting these incidents are on file. By your letter of August 10, 1966, the contractor was notified that a substitute luminair would be acceptable on this project. The major difference in this substitution is in the rated wattage. Specified wattage was 860; the substituted wattage is 750. A price agreement was subsequently prepared, but was inadvertently misplaced. A second price agreement, No. 9, has been prepared and submitted to the contractor for signature. The contractor installed the substitute luminairs on August 22, 1966.

This project is under the 1964 Standard Specifications on a calendar day basis without modifications. These specifications allow extensions for errors in plan. It can be interpreted that our specifing obsolete or non-available material constitutes an error in plan.

We recommend the specified completion date on this project be extended to August 2, 1966. This will eliminate all liquidated damages except 30 days, totaling $2,250. This penalizes the contractor for all of the contract work which he performed following the extended completion date of May 24, but does not penalize him for the delay in receiving the luminairs.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that this unreasonable delay in receiving specified materials due to the fact that they are no longer manufactured, appears to be a reasonable justification for this request. Rough drafts of letters to the Bureau of Public Roads and the Highway Commission are attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:DES:sg

Attachments

cc: L.H. Young

RECEIVED
NOV
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
APR 11 1967
FOR FILE
6735

Fred W. Hill, Member
Helix

April 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 7
April 25, 1967 meeting

Gentlemen:

Oosterwyk Nurseries, Inc., contractor on the Gettings Creek Safety Rest Area of the Pacific Highway in Lane County, Contract No. 6735, requests an extension of the completion date to September 1, 1966.

The original completion date on this project was April 30, 1966. This was extended to May 24, 1966, by your action of July 14. The contractor completed all of the regular contract work, with the exception of the luminaires and some minor work, by June 18, 1966. Other than five days worked in July, August, and September on contract items, no other contract work was performed. The project was completed September 1, 1966.

This contract was awarded November 4, 1965. The contractor started work on November 29, 1965, and ordered the specified luminaires February 14, 1966. In June, he was notified by the manufacturer that the specified luminaires were not available and were no longer manufactured. A change order was then authorized to substitute a different wattage luminaires on this project. This delay in securing specified lighting materials is no fault of the contractor and the situation was not known at the time our plans were prepared. For this reason, I recommend that the specified completion date be advanced to July 24, 1966. This will reduce the liquidated damages to $2,925. This is a Federal-aid Interstate project and we have the approval of the Bureau of Public Roads for our recommendation.

This matter will be on the agenda for your consideration at the April 25 meeting.

Enclosure

cc Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

JAB/DES:sg jw

RECEIVED
APR 21 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

23 3(1) 178
.725

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 20, 1967

Mr. G. Robert Brain
Attorney at Law
902 Norton Building
Seattle, Washington 98104

Re: Gettings Creek Safety Rest Area
Contract No. 6735

Dear Mr. Brain:

A copy of your April 18 letter and your signed voucher which accompanied it has been forwarded to our Accounting Division for further processing. Your letter is also being forwarded to our Division III Office for the purpose of reviewing the claim for additional compensation which you present. Information available to me indicates that your letter is the first written notice of this claim. If so, it is not submitted in accordance with Article 9-6 of the Standard Specifications; and further, since the final voucher was mailed to the contractor December 6, 1966, the 90-day limitation on presentation of claims as set forth in Article 9-16 has elapsed.

Your request for time extension on this project will be presented to the Highway Commission at their April 25 meeting. The Secretary of the Highway Commission will advise you of their action shortly thereafter.

Very truly yours,

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
L.R. Chandler
L.H. Young

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-122X, 2000 7-66

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND

6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 10, 1967

Mr. G. Robert Brain
Attorney-at-Law
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Confirming our telephone conversation of yesterday, we will plan to have a meeting with you at Room 212 State Highway Building in Salem (Construction Division Office) at 1:30 p.m. Friday, March 17.

This meeting is at your request for the purpose of discussing matters related to the Oosterwyk Nurseries, Inc. contracts.

Very truly yours,

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
L.H. Young
Floyd Query
M.H. Astrup
G.W. Wimer

NOTED
F.B. KLABOE

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 8, 1967

Aetna Casualty & Surety Company
1201 S. W. 12th Avenue
Portland, Oregon 97205

Attn: Mr. H. R. Fields

Gentlemen:

As a follow up to our phone conversation of Monday, we have prepared a summary of claims which have been filed against Contract Nos. 6730, 6735, 6828, and 6840, awarded to Oosterwyk Nurseries, Inc. These are the claims which have been filed with us up to March 7, 1967.

NOTED
F.B. KLABOE

We have also prepared a summary sheet showing the status of contracts awarded to Oosterwyk, as to completion, acceptance, retainage, etc. A copy of this summary is attached.

If you have further questions concerning these contracts, do not hesitate to call us.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

Attachments

cc Mr. F. D. Morgan
Attn: Mr. John Bond
Mr. R. D. Asburry
Mr. L. H. Young
Attn: Mr. Vince Gallagher
Mr. F. B. Klaboe ✓

NOTED
F.B. KLABOE

CLAIMS FILED WITH HIGHWAY DEPARTMENT AGAINST OOSTERWYK NURSERIES, INC., UNPAID AS FAR AS WE KNOW. 3-7-67

CONTRACT 6730
Cabin Creek Rest Area

5-24-66	Cecil Saxon, Jr.		$3,640.00
6-3-66	Cecil Saxon, Jr. (also involves Contract 6735)		1,203.00
7-21-66	Casey Jones Well Drilling Co.		3,602.43
10-14-66	John D. Patton		821.98
9-19-66	Nelson Electric Shop (also involves Contract 6735)		1,806.10
10-13-66	Nelson Electric Shop (also involves Contract 6735)		1,805.10
12-14-66	Cecil Saxon, Jr. - Payment Received (also involves Contract 6735)	$4,069.80	

CONTRACT 6735
Gettings Creek Safety Rest Area

5-24-66	Cecil Saxon, Jr.		3,640.00
6-3-66	Cecil Saxon, Jr. (involves Contract 6730)		1,203.00
6-21-66	Bob's Decorator Center		198.11
7-8-66	Bob's Decorator Center - Payment Received	189.71	
9-19-66	Nelson Electric Shop (involves Contract 6730)		1,806.10
10-13-66	Nelson Electric Shop (involves Contract 6730)		1,805.10
12-14-66	Cecil Saxon, Jr. - Payment Received (involves Contract 6730)	4,069.80	

CONTRACT 6828
Corvallis Roadside Improvement

11-25-66	M.O. Salmon	$ 13,086.00

CONTRACT 6840
Santiam Safety Rest Area

10-1-66	Wilbert J. Collette Painters Company	1,450.00
11-9-66	Salem Black Top Paving Co., Inc.	29,098.62
11-25-66	M.O. Salmon	2,836.24
11-25-66	Albany Rock Products	11,104.86
12-16-66	Floyd Grahm Constr. Co.	8,251.63
1-5-67	Frank Niemeyer	484.87
1-6-67	Roy Peterson Plumbing & Heating Company	2,799.85
1-25-67	Albany Concrete Products, Inc.	5,246.95

Status of Contracts Awarded to Oosterwyk Nurseries, Inc.
Bonded by Aetna Casualty & Surety Co.

March 7, 1967

Contract No.		
6730	Cabin Creek Rest Area - Completed 9-1-66 - Accepted 3-6-67 Final Voucher sent to Contractor 3-2-67 for.....	$4,662.81
6735	Gettings Creek Rest Area - Completed 9-1-66 - Accepted 12-8-66 Final Voucher sent to Contractor 12-6-66 for.....	$1,071.83
6746	Screen planting Columbia River Highway - Completed 5-11-66 - Not yet accepted pending Bureau of Public Roads acceptance Final Voucher sent to Contractor on 1-12-67 for.....	$1,000.26
6819	Cornelius Pass-Barnes Road, 3.5% Complete Amount retained as of 3-7-67.....	$ 398.90
6828	Corvallis section, 75% Complete Amount retained as of 3-7-67.....	$7,845.29
6840	Santiam Rest Area, Completed 12-31-66 - Not yet accepted. Contractor has not signed six items including Price agreement #11, Certif. of materials, and letter certifying payrolls. Amount retained as of 3-7-67.....	$14,980.29

RECEIVED
MAR 10 1967
FOR FILING

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

March 6, 1967

ROUTING
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Mann
Merstock
Scott
Wells
Litchfield
Olsen

RECEIVED
MAR 1967
CONSTRUCTION
DIVISION

State Highway Department
State of Oregon
Salem, Oregon 97310

Attention: Mr. Bond, Staff Assistant

Re: Oosterwyk Nurseries

Gentlemen:

The situation regarding Oosterwyk Nurseries and the State of Oregon and the jobs that we have handled for them is beginning to become rather out of control. We had sub-contractors who are rightfully demanding the payment of the amounts we owe them. These cannot be paid because the State of Oregon is not making payments on these jobs and the reason the State is notmaking payments on these jobs are small matters that we have written back and forth about for the last month and a half.

If you will recall from my correspondence, I wanted to have conferences in Oregon and get these things cleared up. It is beginning to reach a point where suits are starting against the bonding company which have to be defended, the expenses of which are mounting up, and we are still in the position where nothing, absolutely nothing, is getting cleared up.

I again request that we set up necessary conferences on the jobs and get these matters over with. We must close them sometime. Some of them are over nine months since the work was completed and we still haven't received any money from the State.

I know that the Bureau of Public Roads has been probably stalling the State of Oregon because of the lack of funds available for highway projects and the State of Oregon has had to do the same thing on its contracts, but the situation

has becc completely out of hand. We are not in a positi on to begin legal action against the State of Oregon. The time involved in itself would not justify the fact, together with theexpense, because I truly believe the problems are ones which could be cleared with a few minutes work between the parties.

Would you please review my correspondence and see if we can arrange to get some of these matters cleared up immediately.

Very truly yours,

G. ROBERT BRAIN

GRB:sm

RECEIVED
MAR 7 1957
OREGON
STATE PENAL & CRL. INSTN.

RECEIVED
MAR 8 - 1967
FOR FILING
I-5-3(68) 178
6735

March 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Gottings Creek Safety Rest Area, Pacific Highway Project No. I-5-3(68)178

Reference is made to your letter of February 23 requesting additional information concerning the subject time extension.

The contract work which was completed after June 18, 1966, was as follows:

July 10 - Install two drinking fountains and paint one coat on light poles.

August 18 - Cutting stumps and adjust quick-coupling valves on sprinkling system.

August 19 - Repair fence, cutting low limbs in timber area and raise quick-coupling valves.

August 22 - Install luminaires and repair fence.

September 1 - Adjust quick-coupling valves, pick up limbs, plumb light poles and fix leak in hot water line.

Quite probably the contractor could have performed this work within four days after June 18 with the exception of the luminaires. None of the other items were delayed by

the late delivery of the luminaires. On August 22, the contractor installed the luminaires and after repairing some fence, notified the Resident Engineer that he was completed. He then left the project until September 1 when he performed the last work outlined above.

We have given this matter further study and it now appears that the work done after August 22 was not related to the luminaire change. Since it was our intent to delete only the time attributable to the luminaire delay, we believe penalty should be assessed for the period after August 22, which amounts to an additional nine days.

In summation, we now recommend that the specified completion date be extended to July 24, 1966. This will leave 39 penalty days in force amounting to $2,925.

Your concurrence in this extension is again requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:DES:sg srb

FORM E-129X 50M 7-66

RECEIVED
FEB 20 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 16, 1967

Mr. C. Robert Brain
Attorney at Law
902 Norton Building
Seattle, Washington 98104

Re: Gettings Creek Rest Area
Pacific Highway
Lane County
Contract No. 6735

Dear Mr. Brain:

Your January 25 letter to Resident Engineer Mayfield has been forwarded to this office as the second time request on this project had previously been forwarded here by our field engineers for further action. I have also just received your February 14 letter.

We have made certain recommendations to the Bureau of Public Roads seeking their concurrence in some further time extension on this project. To date, we have not had a reply from them and are checking with them today on the matter. It is possible that they will ask for further information or clarification before acting on it. Since this is a Federal-aid interstate project, we must secure Bureau of Public Roads' approval of such a change, after which it will be submitted to the Highway Commission and their actions reported to you.

If the contractor does not agree with the final estimate, I suggest he follow the specification requirements, particularly Section 9-16, and define the matters in question, in writing, to the Resident Engineer. Our people will promptly investigate them and reply. If there is still disagreement then, a conference with the contractor would be in order.

Very truly yours,

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:sg

cc: F.B. Klaboe
L.R. Chandler
H.E. Mayfield

FEB 17 1967

[illegible]

[illegible]

[illegible]

January 8, 1957

[illegible]

Dear Mr. Beebe:

I received in reply to your letter of January 25 our contract number 4 pertaining to the [illegible] Underpass, Inc.

I understand that Mr. Jack Reid of our Department has contacted you and has explained the difficulties encountered with each of the contracts. I trust that the information he has provided you with will serve your purposes for now.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. W. Wiebe
Assistant State Highway Engineer

F.W.:sro

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - 4777
F. D. Morgan (Att: John Bond)

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 6, 1967

To: MEMO TO THE FILES

SUBJECT: Oosterwyck Nurseries Contracts

At Mr. Klaboe's request, the contents of Mr. G. Robert Brain's January 25 letter to Mr. Cooper were discussed with Mr. Brain by telephone February 1. The current status of the records and payments on six projects were discussed as follows:

Contract No. 6720: Cabin Creek Rest Area (Bridge Division)

I advised Mr. Brain that the contractor's PR-47 form was just received January 30. I had previously learned that the Resident Engineer was holding the semifinal data, waiting for the return of some late price agreements which had been submitted to the contractor for the second time after the first ones were apparently lost. Mr. Brain advised that all but one of these had just been returned to the Resident, and he had written to him about one that was still in question. The division office has requested the Resident to submit the field data promptly for checking without any further delay.

Contract No. 6735: Gettings Creek Rest Area

I advised that the final voucher was mailed to the contractor December 6, 1966 and has not been returned. Mr. Brain seemed completely surprised by this, and said he would look for it immediately.

Contract No. 6746: Bridal Veil-Cascade Locks-The Dalles

The final voucher was mailed to the contractor January 12, 1967 and has not been returned. Mr. Brain was also going to look for this one. (Office Engineering is also waiting for Bureau of Public Roads acceptance, which was requested January 10. Actual final payment cannot be made until this is received.)

Contract No. 6840: Santiam Rest Area

This project was just completed December 31. Field data has not yet been submitted, but Mr. Brain seemed to understand that some additional time for this is still justified. His main concern on this project was the liquidated damages in the amount of $2,300 for late completion. I advised Mr. Brain that we had the time request in the office and had just started working on it, but that it would appear that we would recommend some time extension. I explained that this would have to go to the Bureau of Public Roads for their approval. The PR-47 has not yet been submitted on this project either.

In addition to the above completed projects, the two current ones on which this firm is contracted were also discussed:

Contract No. 6819: Cornelius Pass-Barnes Road

Mr. Brain's main concern was whether liquidated damages for time would continue to be deducted during the current ordered stop work period. I advised that they would not be after January 6, the effective date of the stop work order, until Resume Work is ordered.

Contract No. 6828: Corvallis Section

The two items of concern were the liquidated damages and the shrub container problem. Damages are still continuing to accrue because the contractor has not removed the containers from the shrubs which were planted. Mr. Brain had just recently written a 4-page letter on this subject, which is being forwarded to Mr. Astrup for further advice as to our position in this argument. Mr. Brain indicated that the contractor would be agreeable to removing the containers, under protest, as soon as the slopes and planting areas were dry enough to do this; but as he states in the above-mentioned letter, they believe the plants are already getting established and that more harm than good would be done now in lifting the plants to remove the containers. This is basically a horticultural practice problem for which we must rely on Mr. Astrup for expert advice.

At this point, Mr. Brain agreed that the conference he suggested would be premature at this time and would serve no purpose as far as several of the projects are concerned.

John A. Bond
Staff Assistant

JAB:sg
cc: F.B. Klaboe

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
G. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

January 25, 1967

State of Oregon
Department of Highways
Salem, Oregon 97310

Attention: Mr. Forrest Cooper
Director of Highways

Gentlemen:

At the present time, Oosterwyk Nurseries, Inc. has completed four projects with the Oregon State Highway Department and two more are in the process of being completed as weather conditions permit.

As to the projects that have been completed, these have been finalized as far as the work is concerned from one to six months ago, but final settlement between the contractor and the State of Oregon has not been completed.

At the present time, the contractor has tied up a considerable amount of working capital in these projects which is causing extreme hardship to the contractor and has caused him to lose a considerable amount of money in interest.

In addition to this, some of the creditors and subcontractors are in the same position of being caused extreme hardship due to the fact the monies are not available to make payment to them.

In many instances, it is impossible for us to pay any subcontractors until the final estimate is arrived at because under the contracts as I interpret them, if we pay the amounts submitted by the subcontractor and the State of Oregon accepts a lesser amount, it leaves us without a remedy to recover the monies paid.

We feel that it is becoming necessary on our behalf and on behalf of subcontractors that the problem of closing these

be dispensed with as soon as possible.

We would like to suggest a system we have used in the State of Washington and which we feel would satisfactorily work and that is a meeting be set at the Oregon State Highway Department in Salem, Oregon at a mutually satisfactory time. At that meeting should be the necessary representatives of the projects now finished or under construction and we submit that included in that list should be the following persons:

Mr. Howard Harris, Resident Engineer, Cabin Creek Project

Mr. Harley Mayfield, Resident Engineer, Gettings Creek

Mr. George Wirrick, Resident Engineer, Santiam Project

Mr. L. L. MacIntyre, Resident Engineer, Corvallis Project

Mr. Roy Pyle, Resident Engineer, The Dallas & Cornelles Pass Project

and such other members of your Department as are necessary to make a final determination.

We suggest that all problems involved in all of these projects be thoroughly discussed and disposed of.

Would you please call my office and arrange a date satisfactory to all concerned. Oosterwyk Nurseries will bring with them all information and all data that could possibly help in furthering this matter.

I think you see that this is an urgent matter. We feel extremely responsible to our subcontractors who are suffering an investment of working capital in these projects which they should not be required to continue to invest.

Hoping to hear from you as soon as possible.

Very truly yours,

G. ROBERT BRAIN

GRB:sm

RECEIVED
DEC 16 1966

FOR FILING

I-3-2(6:) 175

1-78

December 16, 1966

Mr. Cecil Saxon, Jr., Masonry
2837 Willamette Street
Eugene, Oregon

Dear Mr. Saxon:

Thank you for your letter of December 14 informing us that you have received a check in the amount of $4,069.80 from Oosterwyk Nurseries, Inc. You state that your claim was in the amount of $4843 which leaves a balance due of $773.20.

Our records indicate this is in reference to the following Oosterwyk Nurseries, Inc. contracts:

No. 6730, Cabin Creek Safety Rest Area, Douglas County

No. 6735, Gettings Creek Safety Rest Area, Lane County

This information will be noted in our records, and we will advise the surety and principal contractor of the receipt of your letter.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

NOTED ON CARD
WN

CC Aetna Casualty & Surety Co.
Paul R. Ratliffe
Oosterwyk Nurseries, Inc.
Glenn Jackson
David Simpson

CECIL SAXON, JR., MASONRY
2837 Willamette Street
Eugene, Oregon

December 14, 1966

Mr. Floyd Query
Secretary of the Commission
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

This is to notify you of the standing of our claim against Oosterwyk Nurseries, Inc.

November 29, 1966 we deposited a check in the amount of	$ 4,069.80
The total claim as filed with your office	4,843.00
OUTSTANDING BALANCE PAST DUE	$ 773.20

We will keep in contact with you regarding this matter until such time as it is cleared from our records.

Sincerely,

Cecil Saxon, Jr.

CS,Jr.:mvs

cc: Aetna Casualty & Surety Co.
P. O. Box 3175
Eugene, Oregon

NOTED
FLOYD QUERY

#6730 — $3,640
#6730 + #6735 > 1,203
$4,843

Ck to ack 76

RECEIVED
DEC 15 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED

RECEIVED
DEC 12 1966
FOR FILING
I-5-3(68)178
6735

December 9, 1966

The Aetna Casualty & Surety Company
Bond Department
400 Century Tower
Portland, Oregon 97205

Gentlemen:

Contract No. 6735 awarded to Costerwyk Nurseries, Inc., for improvement of the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County was completed on September 1, 1966, and accepted by the Highway Commission on December 8, 1966.

Final payment in the amount of $1,071.83 will be released to the contractor after December 16, 1966. The total contract amount is $80,165.97 including $187.12 for work performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Costerwyk Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

Mr. Paul R. Ratliffe
300 Yeon Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
DEC 9 - 1966
FOR FILING

I-5-3(68), 178
6735

December 8, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed September 1, 1966, on Contract No. 6735. The contract was with Oosterwyk Nurseries, Inc. and was for improvement at the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 8, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Gettings Creek Safety Rest Area	WEEK ENDING: Nov., 18, 1966	
	SECTION PREFIX: 620-1022	
HIGHWAY: Pacific	COUNTY: Lane	
NAME OF JOB: Gettings Creek Rest Area	KIND OF WORK: Improvement	
CONTRACTOR: Oosterwyk Nurseries Inc.	CONTRACT NUMBER: 6735	FEDERAL AID PROJECT NUMBER: I-5-3-(68)178
DATE OF CONTRACT: Nov. 4, 1965	DATE WORK STARTED: Nov. 29, 1965	ESTIMATED COMPLETION DATE: Sept. 1, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
increased to PROJECT AUTHORIZATION: $104,927.22 / $89,093.00	SPECIFIED COMPLETION DATE 4-30-66 extended to 5-24-66	PERCENT OF TIME ELAPSED: 150%
increased to EXCLUSIVE OF ENGINEERING: $90,927.22 / $82,757.50	increased to ENGINEERING AUTHORIZATION: 14,000.00 / 6,355.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $90,249.55	ENGINEERING COST TO DATE: $13,973.91	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT ~~OVERRUN~~ underrun 1%	PERCENT OF AUTHORIZATION increased 99%	DATE PROJECT WAS COMPLETED: Sept. 1, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD		
100%	100%	100%		100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.09				
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.09				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,960 CY				900 Sq.Yds.
TOTAL QUANTITIES CORRECTED TO DATE	2,382.7				1,052.91
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,382.7				1,052.91
AVERAGE DAILY QUANTITIES	0				0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0				0
NUMBER OF SHIFTS PER DAY	0				0
HOURS PER SHIFT	0				0

EQUIPMENT USED DURING THE WEEK: 0

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain			
MONDAY	Rain			
TUESDAY	Rain			
WEDNESDAY	Cloudy PM Showers AM			
THURSDAY	Mostly Cloudy			
FRIDAY	Foggy AM Cloudy PM			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 11-14-66	No work Semi-final estimate has been submitted to the Division Office this date
TUESDAY 11-15-66	No work
WEDNESDAY 11-16-66	No work
THURSDAY 11-17-66	No work
FRIDAY 11-18-66	No work This will be the last weekly report
SATURDAY	

REMARKS

SIGNED H. E. Mayfield LOCATION Eugene
H. E. Mayfield Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
NOV 14 1966
FOR FILING
I-5-3(68)178
6735

November 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Re: Request for Time Extension
Cottings Creek Safety Rest Area
Pacific Highway
Project No. I-5-3(68)178

We have received from Oosterwyk Nurseries, Inc., contractor on the subject project, a request for an extension of the completion date to September 1, 1966. The contractor's request is based on a delay in securing specified luminaires.

The original completion date on this project was April 30, 1966. This was extended to May 24, 1966, by Commission action of July 14. You concurred in this extension on May 26. The contractor completed all of the regular work, with the exception of the luminaires and some minor work, by June 18, 1966. Following this date, the contractor was establishing the lawn area and other than one day worked on July 10, three days on August 18, 19, and 22, and one day on September 1 (all on contract items), no other contract work was performed. The project was completed September 1.

This contract was awarded November 4, 1965, and work was started on November 29, 1965. The contractor ordered the specified luminaires from Westinghouse on February 14, 1966. In June he was notified that the fixtures were not available. The delay in receiving the specified luminaires is no fault of the contractor. After the contractor was notified that the luminaires were not being manufactured, the supplier thought that the specified fixtures could be obtained from existing stocks from other suppliers. On August 10 the contractor was notified

that none were available and none would be manufactured. Documents supporting these incidents are on file. By letter of August 10, 1966, the contractor was notified that a substitute luminaire would be acceptable on this project. The major difference in this substitution is in the rated wattage. Specified wattage was 860; the substituted wattage is 750. A Price Agreement was subsequently prepared, but was inadvertently misplaced. A second Price Agreement, No. 9, has been prepared, and submitted to the contractor for signature. The contractor installed the substitute luminaires on August 22, 1966.

This project is under the 1964 Standard Specifications on a calendar-day basis without modifications. These specifications allow extensions for errors in plan. It can be interpreted that our specifying obsolete or nonavailable material constitutes an error in plan.

It is our recommendation that the specified completion date on this project be extended to August 2, 1966. Liquidated damages will be assessed for the period from August 2 to September 1, which penalizes the contractor for all of the contract work which he performed following the extended completion date of May 24, but does not penalize him for delays in receiving the luminaires.

Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klahne
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. M. Young
C. M. Maison
L. R. Chandler

DES:fp bg

STATE COPY

Monthly transaction number 11-18	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Lane
Modification number 1		Project number I-5-3(68)178

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 8, 1965, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 86,864	$ 96,720
Federal funds	$ 80,000.00	$ 89,200.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including increase in bid quantity, Work Item 1.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 26th day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klaboe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund
Administrative Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(68)178

GETTINGS CREEK SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN LANE COUNTY

(Revised estimate as a basis for modification of project agreement. Revised to include increase in bid quantities.)

Salem, Oregon, October 17, 1966

Type Code Y021
Rest Area (Sta. 543+00) (Contract No. 6735)

Previous subtotal on estimate of November 23, 1965			$78,967.28
Previous estimate			
Work Item 1 - Site Development			
Furnishing and Placing Topsoil	1,800 cu.yds.	$4.00	$ 7,200.00
Revised Estimate			
Work Item 1 - Site Development			
Furnishing and Placing Topsoil	4,040 cu.yds.	$4.00	$16,160.00
	Net Increase		$ 8,960.00
	Subtotal		$87,927.28
	10% Engr. & Cont.		8,792.72
	Total		$96,720.00

Length of Project - - - - - - - - - - - - 0.00 mile

Federal Funds -	$89,200.00
State Funds -	7,520.00
	$96,720.00

State Funds for Const.: Chap.175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO. RECEIVED DEC 12 1965 6

FORM PR-2 (REV. 2-64)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

12-8-65

STATE: Oregon

COUNTY: Lane

PROJECT NO.: I-5-3(68)178

PROJECT REPORT NO.: FY 1966 6735

I-5-3(68)178

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Gettings Creek Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-11-65	0.00
OTHER (Specify)		

FUNDS — Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 86,864.00	$ 80,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J K Laboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~By~~ A. W. Parsons
(Division Engineer)

By L K Backlund
L. K. Backlund, Administrative Mgr.

Date executed by Division Engineer DEC 8 1965

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(68)178

GETTINGS CREEK SAFETY REST AREA OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate as a basis for project agreement. Based on low bid prices.)

Salem, Oregon, November 23, 1965

Type Code Y021
Rest Area (Sta. 543+00) (Contract No. 6735)

Work Item 1 - Site Development

Clearing and Grubbing	All Required			$ 1,000.00
Embankment in Place	1,960	cu.yd.	$ 3.00	5,880.00
Furnishing and placing Topsoil	1,800	cu.yd.	4.00	7,200.00
15-inch Culvert Pipe	400	lin.ft.	2.62	1,048.00
18-inch Culvert Pipe	44	lin.ft.	3.12	137.28
24-inch Culvert Pipe	330	lin.ft.	5.25	1,732.50
Concrete Manholes	2	only	135.00	170.00
Concrete Inlets, Type D	2	only	110.00	220.00

Work Item 2 - Electrical Supply System

Electrical Supply System	All Required	$ 2,783.00

Work Item 3 - Water Supply System

Water Supply and Chlorination Building	All Required	$ 3,691.00
Well Housing	All Required	312.00
Pumping Installation	All Required	1,475.00

Work Item 4 - Toilet Building

Type 6 Toilet Building	2 only	$10,491.00	$20,982.00

Work Item 5 - Information Shelter

Information Shelter	2 only	975.00	$ 1,950.00

Work Item 6 - Water Service System

2½-inch Water Pipe	740	lin.ft.	$ 1.25	$ 925.00
2-inch Water Pipe	1,900	lin.ft.	1.12	2,128.00
1½-inch Water Pipe	360	lin.ft.	1.01	363.60
1¼-inch Water Pipe	970	lin.ft.	0.97	940.90
1-inch Water Pipe	1,980	lin.ft.	0.92	1,821.60
3/4-inch Water Pipe	900	lin.ft.	0.90	810.00
2½-inch Steel Water Pipe	260	lin.ft.	1.83	475.80
2-inch Steel Water Pipe	260	lin.ft.	1.51	392.60
1¼-inch Steel Water Pipe	60	lin.ft.	1.29	77.40
3/4-inch Steel Water Pipe	60	lin.ft.	1.12	67.20
3/4"Quick-Coupling Hose Valves	40	only	7.75	310.00
½-inch Manual Drain Valves	16	only	10.00	160.00

Work Item 7 - Sewage System

4-inch Cast Iron Sewer Line	30	lin.ft.	2.25	$ 67.50
4-inch Sewerage Effluent Line	380	lin.ft.	1.63	619.40
5,000 Gallon Septic Tank	2	only	1,500.00	3,000.00
Southbound Area Disposal Field	All Required			1,156.50
Northbound Area Disposal Field	All Required			1,940.00
Extra Concrete	1	cu.yd.	25.00	25.00

Work Item 8 - Rest Ground Facilities

A.C. Concrete Walks and Surfacing	900	sq.yds.	3.75	$ 3,375.00
Picnic Tables	26	only	142.50	3,705.00
Concrete Drinking Fountains	2	only	117.00	234.00
Water Hydrants	8	only	75.00	600.00
Refuse Receptacles	10	only	57.00	570.00
Area Illumination Installation	All Required			2,530.00
Lawn Construction	5	acres	400.00	2,000.00
Furnishing and Planting Trees	46	only	12.00	552.00
Furnishing and Planting Deciduous Shrubs	88	only	5.00	440.00
Grass Seed Mixture	800	lbs.	0.60	480.00
Inorganic Fertilizer, 10-16-8	40	cwt.	10.00	400.00
Manure Fertilizer	4	cu.yds.	5.00	20.00
Mulch	4	units	25.00	100.00
		Subtotal		$78,967.28
		10% Engr. & Cont.		7,896.72
		Total		$86,864.00

Length of Project 0.00 Miles

Federal Funds	$ 80,000.00
State Funds	6,864.00
Total	$ 86,864.00

State Funds for Const.: Chap. 175, Laws 1917;
Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Getting Creek Rest Area

State Work

Portable Sprinklers	6 only	$21.85	$ 131.10
3/4-inch Rubber Hose	6 only	15.90	95.40
			$ 226.50

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(68)178

GETTINGS CREEK SAFETY REST AREA OF THE

PACIFIC HIGHWAY IN LANE COUNTY

(Estimate to accompany plans and specifications. Not as a basis for project agreement.)

Salem, Oregon, September 29, 1965

Type Code Y021
Rest Area (Sta. 543+00)

Work Item 1 - Site Development			
Clearing and Grubbing	All Required		$ 5,000.00
Embankment in Place	1,960 cu.yd.	$ 3.00	5,880.00
Furnishing and Placing Topsoil	1,800 cu.yd.	3.50	6,300.00
15-inch Culvert Pipe	400 lin.ft.	4.00	1,600.00
18-inch Culvert Pipe	44 lin.ft.	5.00	220.00
24-inch Culvert Pipe	330 lin.ft.	6.00	1,980.00
Concrete Manholes	2 only	300.00	600.00
Concrete Inlets, Type D	2 only	175.00	350.00
Work Item 2 - Electrical Supply System			
Electrical Supply System	All Required		1,600.00
Work Item 3 - Water Supply System			
Water Supply and Chlorination Building	All Required		2,500.00
Well Housing	All Required		650.00
Pumping Installation	All Required		4,500.00
Work Item 4 - Toilet Building			
Type 6 Toilet Building	2 only	15,500.00	31,000.00
Work Item 5 - Information Shelter			
Information Shelter	2 only	2,500.00	5,000.00
Work Item 6 - Water Service System			
2 1/2-inch Water Pipe	740 lin.ft.	2.00	1,480.00
2-inch Water Pipe	1,900 lin.ft.	1.65	3,135.00
1 1/2-inch Water Pipe	360 lin.ft.	1.40	504.00
1 1/4-inch Water Pipe	970 lin.ft.	1.20	1,164.00
1-inch Water Pipe	1,980 lin.ft.	1.00	1,980.00
3/4-inch Water Pipe	900 lin.ft.	0.85	765.00
2 1/2-inch Steel Water Pipe	260 lin.ft.	4.00	1,040.00
2-inch Steel Water Pipe	260 lin.ft.	3.60	936.00
1 1/4-inch Steel Water Pipe	60 lin.ft.	3.45	207.00
3/4-inch Steel Water Pipe	60 lin.ft.	2.80	168.00
3/4-inch Quick-Coupling Hose Valves	40 only	10.00	400.00
1/2-inch Manual Drain Valves	16 only	5.00	80.00
Work Item 7 - Sewage System			
4-inch Cast Iron Sewer Line	30 lin.ft.	2.50	75.00

4-inch Sewerage Effluent Line	380 lin.ft.	$ 1.50	$ 570.00
5,000-Gallon Septic Tank	2 only	3,000.00	6,000.00
Southbound Area Disposal Field	All Required		2,000.00
Northbound Area Disposal Field	All Required		2,600.00
Extra Concrete	1 cu.yd.	60.00	60.00
Work Item 8 - Rest Ground Facilities			
A.C. Concrete Walks and Surfacing	900 sq.yd.	2.75	2,475.00
Picnic Tables	26 only	200.00	5,200.00
Concrete Drinking Fountains	2 only	130.00	260.00
Water Hydrants	8 only	100.00	800.00
Refuse Receptacles	10 only	30.00	300.00
Area Illumination Installation	All Required		4,200.00
Lawn Construction	5 acre	1,800.00	9,000.00
Furnishing and Planting Trees	46 only	12.00	552.00
Furnishing and Planting Deciduous Shrubs	88 only	4.00	352.00
Grass Seed Mixture	800 lb.	0.80	640.00
Inorganic Fertilizer, 10-16-8	40 cwt.	7.50	300.00
Manure Fertilizer	4 cu.yd.	8.00	32.00
Mulch	4 unit	18.00	72.00
	Subtotal		$114,527.00
	10% Engr. & Cont.		11,452.00
	Total		$125,979.00

Length of Project - - - - 0.00 Mile

Federal Funds - - - -

GETTINGS CREEK REST AREA

STATE WORK

Portable Sprinklers	6 only	$33.00	$198.00
3/4-inch Rubber Hose	6 only	20.00	120.00
			$318.00

RECEIVED
OCT 21 1966
SECRETARY OF STATE

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

15-(6)175

File No. 6225

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
Oct 18 8 00 AM '66
TOM McCALL
SECRETARY OF STAT.

NOTED ON CARD
jk

LOMBARD, LOMBARD & WILLIAMS
ATTORNEYS AT LAW
LOMBARD BLDG..37 NORTH SIXTH STREET
COTTAGE GROVE, OREGON

HERBERT W. LOMBARD, SR.
HERBERT W. LOMBARD, JR.
THOMAS R. WILLIAMS

942-2454

October 13, 1966

Certified Mail No. 3287
Return Receipt Requested

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Contract No. 6730, Cabin Creek Safety Rest Area
Douglas County, Oregon
Contract No. 6735, Gettings Creek Safety Rest Area
Lane County, Oregon

Dear Mr. Query:

In connection with these two contracts we enclose two copies of the Notice of Claim signed by Ray Nelson. To amplify the statement of the balance due in the Notice we submit the following figures:

GETTINGS CREEK SAFETY REST AREA, Contract No. 6735

Amount according to Contract dated 1-3-66 for bid items 010, 013 and 014	$3,002.80	
Work done and materials supplied on a time and materials basis up to 6-30-66	639.31	
Work done and materials supplied on a time and materials basis from 7-1-66 to 8-31-66	118.21	$3,760.32

CABIN CREEK SAFETY REST AREA, Contract No. 6730

Amount according to Contract dated 2-11-66 for bid items 033, 038 and 039	$3,668.00	
Work done and materials supplied on a time and materials basis up to 6-30-66	1,170.18	
Work done and materials supplied on a time and materials basis from 7-1-66 to 8-31-66	188.85	5,027.03
		8,787.35

Total carried forward to Page 2

OCT 13 1966
OREGON STATE HIGHWAY DEPT.

NOTED
FLOYD QUERY

Ed, please handle
-16

Balance brought forward from Page 1		$8,787.35
LESS Amounts Paid:		
February 4, 1966	$ 52.25	
February 28, 1966	330.00	
April 4, 1966	600.00	
April 25, 1966	2,000.00	
May 2, 1966	500.00	
June 7, 1966	3,000.00	
July 21, 1966	500.00	
Total Paid		6,982.25
Balance Due		$1,805.10

By copy of this letter which is going to Aetna Casualty and Surety Company, which we understand is the Surety on the bonds posted by Oosterwyk Nurseries Inc. on each of these contracts, we are hereby making demand upon the Surety for payment of the balance shown above to be due together with interest thereon at 6% per annum from July 21, 1966. If this balance is not paid within six months of the receipt of the copy of this letter by the Surety, and legal action is necessary to collect the balance, claim will be made for attorneys' fees in accordance with the provisinn of O.R.S. 736.325.

Very truly yours,

LOMBARD, LOMBARD & WILLIAMS

By: Thomas R. Williams

TRW/mt
Enclosure

cc: Secretary of State via Certified Mail No. 3288
Salem, Oregon Return Receipt Requested

Oosterwyk Nurseries Inc. via Certified Mail No. 3289
12420 Juanita Drive, N.E. Return Receipt Requested
Kirkland, Washington
98033

Aetna Casualty and Surety Company via Certified Mail No. 3290
P. O. Box 3175 Return Receipt Requested
Eugene, Oregon

TO: Secretary of Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Secretary of State
Salem, Oregon 97310

Notice is hereby given that the undersigned, RAY NELSON, doing business as NELSON ELECTRIC SHOP, has a claim for electrical work and materials performed and supplied between January 3, 1966 and August 31, 1966, in the sum of $1,805.10 together with interest thereon at 6% per annum from July 21, 1966 until paid, against the bonds taken from Oosterwyk Nurseries Inc., as Principal, and Aetna Casualty Surety Company, as Surety, for the work of constructing Contract No. 6730 for improvement to Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County, Oregon, and Contract No. 6735 for improvement to the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County, Oregon, for the State Highway Department for the State of Oregon.

This Notice is given pursuant to Chapter 279 Oregon Revised Statutes.

Dated this 13 day of October, 1966.

Ray Nelson

Ray Nelson doing business as
Nelson Electric Shop

RECEIVED
OCT 1 1966
STATE

RECEIVED
OCT 4 - 1966
FOR FILING

September 26, 1966

Nelson Electric Company
Main Street
Cottage Grove, Oregon

Re: Cabin and Gettings Creek Safety Rest Areas

Dear Mr. Nelson,

Your billings on contracts # 6730 and 6735 show much higher amounts than those specified in your subcontracts. Agreed some extra work was requested by the State Highway Department and a price agreement was written for the price submitted by your firm.

However your billings show a much higher amount than the price agreements. Your subcontract for

Contract # 6730	$ 3,668.00
Contract # 6735	$ 3,002.80
Total	$ 6,670.80

Payments made in Jan., Febr., March, April, May, June and July amount to $ 6,982.25 A 10% retainage is normally withheld untill final acceptance by the State of Oregon, but we felt, that for several reasons beyond our control, it was proper to waive this procedure and total payment including some extra work was made in July 1966.

In checking your billings, we found that several items charged are a part of your subcontracts 6730 and 6735. However if you feel, that extra work was necessary to provide the work as specified, we gladly will submit tose extra costs to the State for payment. In no way do we guarantee payment, because the decision is up to the State Highway Department. Before we submit a request for payment it would perhaps be advisable, that You and I arrange a meeting, to go over the various items and the contracts.

I am still working at the Santiam Safety Rest Area. Job telephone number 327 2732 or drop by and let us sit down to try to solve the problems.

yours truly,

Pete Oosterwyk

Pete Oosterwyk (President)

NOTED
FLOYD QUERY

RECEIVED
SEP 28 1966
STATE HIGHWAY COMMISSION

cc: Mr. Floyd Query
AETNA Casualty and Surety Company
file

COPY

FORM E-123X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim File # 4216

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 27 9 00 AM '66
TOM McCALL
SECRETARY OF STATE

NOTED ON CARD

ORIGINAL SIGNED
FLOYD QUERY

RECEIVED

NOTED
C. W. HEAD

Phone 942-3131

RING for LIGHT -- POWER -- HE[illegible]

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

September 19, 1966

196__

State of Oregon

State Highway Department

Salem, Oregon 97310

Re: Oosterwyck Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington
#6730 and #6735

Dear Sirs:

We demand immediate payment of the long past due balance owing us of $1806.10 (one thousand eight hundred six dollars and ten cents), for work done at Cabin Creek and Gettings Creek Rest areas on Highway 5.

We have received no payment since July 22, 1966. Unless this entire amount is received by us on or before September 24, 1966, we will turn the matter over to our attorneys, Lombard, Lombard & Williams, with instructions to collect the amount, together with interest, costs and Attorney fees.

Very truly yours,

Nelson Electric Shop

J Ray Nelson

RECEIVED
SEP [illegible]
OREGON
STATE HIGHWAY COMMISSION
NOTED
FLOYD QUERY

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

FORM E-123X 50M 4-63

RECEIVED
SEP 8 - 1966
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WALDPORT
DAVID B. SIMPSON, MEMBER
PORTLAND

File Copy

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1966

Van Der Cook File
6700 Stoney Blvd.
Eugene, Oregon 97405

Gentlemen:

Thank you for your letter of August 25 informing us that you have received a check in the amount of $1308 from Oosterhuyk Nurseries Inc.

Our records indicate this is in reference to the Oosterhuyk Nurseries, Inc., Contract No. 6730 in Douglas County and Contract No. 6735 in Lane County.

This information will be noted in our records and we will advise the surety and contractor of the receipt of your letter.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:jk

cc Aetna Casualty and Surety Company
Paul R. Ratliffe
Oosterhuyk Nurseries, Inc.
Glenn Jackson
David Simpson

FORM E-1252 5CH 4-65

RECEIVED
AUG 25 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(6x)177

6735

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 24, 1966

RECEIVED
AUG 25 2 00 PM '66
TOM McCALL
SECRETARY OF STATE

Ven Der Goes Tile
3439 Storey Blvd.
Eugene, Oregon 97405

Gentlemen:

This is to acknowledge receipt of your letter of August 17, which you addressed to Mr. H. E. Mayfield at Eugene. Your letter stated that Oosterwyk Nurseries, Incorporated owes you $1308 for the installation of ceramic tile. You have listed the amounts of $270 on the Gettings Creek Project and $1038 on the Cabin Creek Project.

From the description given, this appears to be in reference to the following contracts:

Contract No. 6730-Cabin Creek Safety Rest Area, on the Pacific Highway in Douglas County.
Contract No. 6735-Gettings Creek Safety Rest Area, on the Pacific Highway in Lane County.

The surety on these projects is the Aetna Casualty & Surety Company through Paul R. Ratliffe, 300 Yeon Building, Portland, Oregon.

We will advise them of the receipt of your letter and we will also forward your letter to the Secretary of State for filing. Please let us know when your claim has been paid, so that we can clear our records.

File No. 212

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

JK
cc: Aetna Casualty & Surety
Paul R. Ratliffe
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.
H. E. Mayfield
Gleen Jackson
David Simpson
Oosterwyk Nurseries

Noted jk

NOTED
C. W. [illegible]

FORM E-80 50M 7-64 SP°6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
Aug. 19,1966

To: Mr.Floyd Querry Secretary
Salem, Oregon

SUBJECT: Gettings Creek Safety Rest Area
Contract 6735
Prefix 620-1022

L

Please find enclosed a statement from Van Der Goes Tile, a subcontractor on the subject Gettings Creek Rest Area Project. It appears that the balance stated on the Gettings Creek Project is equal to t he amount of the retainage (10%) on this item. I believe that Mr. Oosterwyk does not intend to pay this remaining balance until the project is completed and final acceptance is made.

Copies of this correspondance is being sent to Mr. L.R.Chandler. You will note the statement also lists work on the Cabin Creek Rest Area which is under some other Resident e ngineer.

H E Mayfield
H. E. Mayfield
Resident Engineer

Enc: 1
cc: L. R. Chandler

Ok please handle
HE

NOTED
FLOYD QUERY

RECEIVED
AUG 22 1966
OREGON
STATE HIGHWAY COMMISSION

TILE WORK OF ALL DESCRIPTIONS

STATEMENT

VAN DER GOES TILE

PHONE
343-5810

CERAMIC
WALL AND FLOOR TILE

3439 STOREY BLVD.
EUGENE, OREGON
97403

Aug. 17 '66

Mr. H.E. Mayfield
c/o State Highwey Department
Eugene, Ore.

Sir,

We installed the ceramic tile in the following rest area's:

Gettings Creek and Cabin Creek,

for Oosterwyk Inc.
12420 Juanita Dr.
N.E. Kirkland, Wash.

We still have a balance left as follows:

Gettings Creek	$ 270.00
Cabin Creek	270.00
Raise wainscot Cabin Cr. 30"	768.00
Total	$ 1308.00

We have send out statements to the above address, no results.

We have been trying, to get a hold of Mr. Oosterwyk on the new project, no results.

We would appreciate your cooparation in collecting the above amount,

Sincerely,

G. Van DerGoes

FORM E-1203 5014 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

1178

6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

...ings
...ity Net Areas

...ings, dated
... and Lamp
... area.

... of light
... to street projects
... by it will be
... 1 ratio
... condition.

... with our
... point out
... condition
... acknowledged
... the contract conditions.

Very truly yours,

...

By

...

...

JAD:nh

cc: E. B. Kirby
T. D. Merchant
R. D. Asbury
L. R. Chandler
Harley Mayfield
Howard Harris

RECEIVED
AUG 3 - 1960
FOR FILING

I C C (G) 17

6735

Howard R. Harris
Resident Bridge Engineer

C.M:gc

Phone 942-3131

WIRING for LIGHT -- POWER -- HEAT

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

July 21, 1966 19

Mr. Floyd Query,

State Highway Commission Secretary,

State Highway Building, Salem, Oregon 97310

This is a copy of letter received from Mr. Howard R. Harris, Resident Bridge Engineer, Roseburg, Oregon:

Nelson Electric Shop
Main and River Road
Cottage Grove, Oregon

re: Cedar Creek Safety Rest Area
Pacific Highway
Contract No. 6730

Dear Mr. Nelson:

In regards to your letter to Mr. L. A. Chandler dated July 15, 1966 that Oosterwyck Nurseries, Inc. had not paid you for work performed on above project.

If you and Oosterwyck Nurseries can not reach an agreement on this matter you can get your monies due thru the Highway Commission by submitting a complete breakdown of the billing to Mr. Floyd Query, State Highway Commission Secretary, State Highway Building, Salem, Oregon 97310.

If you have any further questions on this please feel free to call me.

Yours truly,

signed; Howard R. Harris
Resident Bridge Engineer

COPY

We find Balance due entirely on Cedar Creek Rest Area.

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

July 20, 1966 196__

Oosterwyck Nurseries, Incorporated

A service charge of 1% per month will be made on all overdue accounts

12420 Juanita Drive N. E.

Kirkland, Washington

1966	Gettings Creek Contract #6735, Fed. Proj. # 1-3-5 (58) 178 Cabin Creek Contract #6730, Fed. Proj. #1-3-5 (71) 145		3082.80 3668.00
Jan.	Billing two (2 tempor ry services	bal.	91.32 6764.12
Feb. 4	paid check on T&M	bal.	52.45 6711.67
Feb. 28	Paid check (41.07 T&M & 288.93 contract)	bal.	330.00 6381.67
Feb.	Billing Temporary pump hook-up to use in driving pipe under Highway	bal.	26.40 6408.27
Apr. 4	Paid check (26.40 T&M & 573.60 contract)	bal.	600.00 5808.27
Apr. 25	Paid check on streets	bal.	2000.00 3808.27
April	Billing T&M per invoices rendered on work otside our contracts	bal.	750.75 4559.02
May 2	Paid check on T&M for Apr.	bal.	500.00 4059.02
May	billing T&M per invoiced rendered on work outside our contracts	bal.	210.01 4269.03
June 7	Paid check (460.76 on T&M & 2539.24 on contract)	bal.	3000.00 1269.03
June	bi ling T&M per invoices rendered on work outside our contracts	bal.	730.01 1999.04
July 21	Paid by check T+M	bal.	500.00 1499.04

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

June 30, 1966 196

Oosterwyck Nurseries, Inc.

1...C Juanita Drive N. E.

Kirkland, Washington

Gettings Creek Rest Area, Federal Project #1-3-5 (56) 175, Contract #6735;

Located three miles north of Cottage Grove, Lane County, Oregon, on Interstate #5;

Installation of wire up the Standards for Luminaire fixtures not delivered by Westinghouse Company to Date;

3	Telephone calls to Westinghouse Company, Portland, Oregon	4.70
2	Telephone calls to Westinghouse Company, Eugene, Oregon	.90
	Labor	59.60
	Total	$53.80

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE[illegible]

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

June 30, 1966 196__

~~Contemporary Homes, Inc.~~

~~1[illegible]0 Juanita Drive N. E.~~

~~Kirkland, Washington~~

Calvin Creek Rest Area Federal Project #I-5-5 (71) 145, Contract #6730;

Located north of Nute Hill Interchange, Douglas County, Oregon on Interstate #5;

Extra used on outside of buildings, not included on bid;

#1--Extra circuits run to [illegible]mp, including lightning arrestors;

		27.50
250 ft.	U.F. with ground	110.40
690 ft.	#10 U.S.E.	
2	General Electric #9LA1513 Lightning arrestors per bid	52.00
		5.10
10 ft.	1" Midgid conduit	.13
1	1" Filler bushing	9.15
1	4x4x4" Junction box	1.70
1	1" Meyers water tight hub	.72
1	3/4" Meyers water tight hub	1.03
1	3/4" Tyrex connector	.12
3	Medium wirenuts	.06
2	Small wirenuts	
		30.40
Labor		232.31
Total		
Pole Service #1 & #2 as per bid rendered work not inside buildings		206.16

Pole Service #3 not included in bid

		56.00
280 ft.	#2 U.S.E.	140.00
960 ft.	#6 U.S.E.	5.34
1	Scotch splice kit #82A1	
		30.40
Labor		231.74
Total for #3 pole service		
Total for additional material and labor month of June		$675.21

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131 — RING for LIGHT -- POWER -- HE — Main and River Road, Cottage Grove, Oregon 97424

NELSON
Electric Shop

May 31, 1966 196__

Costerwyck Nurseries, Inc.
12420 Juanita Drive N. E.
Kirkland, Washington

Material & Labor used in mgntl of May above bid on Federal Project #1-3-5 71) 145, ontract #6730, Cabin Creek Rest Area;

3	4" x 4" x 6" cast J-boxes	33.57
9	1" water tight hubs	15.30
3	1" Ridgid pipe couplings	1.35
4	1" Metal Cround bushings	3.60
Labor		128.20
Total		182.02

Hook-up J-boxes at wells;

1	4"x 4" x 4" J-box	9.15
1	1" Weather proof hub	1.70
2	3/4" Weather proof hub	1.45
2	3/4" Tyrex connectors	2.06
1	1" Fiber bushing	.13
Labor		8.40
Total		22.89

Additional work or Service for South bound lane, Labor only 5.10

Total for Extras above bid on Fe. Proj. #1-3-5 (71) 145
Contract #6730, Douglas County, Oregon $210.01

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE T

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Additional Billing for Time & Material used on Federal Project
#1-3-5 (71) 145, Contract #6730, Cabin Road/ Creek Rest Area, Bate Hill Exit;

Installation of circuits to Luminires, Junction boxes; and
Temporary hook-up of Pump;

10 1" Ericksen Couplings	17.30
2 1" Ground bushings	2.14
Labor	172.20
Total for Extras above bid on Rest Area;	$191.64

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1964 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Summary of Additional billing of Federal Project #1-3-5 (58) 178
Contract #6735, Gettings Creek Rest Area, Cottage Grove, Ore.,
above bid rendered.

1--Undergrd wire to pump house & pump hook-up	149.16
2--Installation of junction boxes, splicing	203.94
3--Temporary hook-up of power to toilets	12.20
4--Installation of junction boxes at Information booths	66.92
5--Installation of conduit to outside Luminaires	126.89
Total	$559.11

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196__

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

Federal Project #1-3-5 (58) 178, Contract #6735 Cottage Creek Rest Area
Cottage Grove, Oregon

1— Underground wire make-up to pump house and pump hook-up. Extra not on bid;

	1 426 B2QI enclosure & 250% CO1 Contactor complete	33.00	
1	1" offset nipple	.48	
2	1" Locknuts	.18	
2	1" fiber bushings	.18	
1	#YL040404 OZ cast iron Junction box	9.15	
1	1½" Water tight hub	2.16	
1	1" Water tight hub	1.70	
1	¾" Water tight hub	1.28	
1	½" Water tight Tyrex connector	.83	
1	1½" Fiber bushing	.14	
5	ft. 1½" Ridgid Conduit	.66	
6	Large scotchloks	.36	
3	#82A1 Scotch splice kits	16.02	
1	1" Water tight Tyrex connector	2.02	
	Labor	81.00	
	Total for wire make-up & pump hook-up		149.16

2— Installation of Junction boxes & splicing of Underground cable;

2	YL 060404 OZ Junction boxes	22.38	
6	Meyers Stj 1" water tight hubs	10.20	
4	#82A2 Large Scotch splice kits	32.92	
6	#82a1 small Scotch splice kits		
	Labor	106.40	
	Total for installation of Junction boxes & splicing		203.94

3—Temporary hook-up of power to toilets;

Labor only		12.20

4—Installation of Junction boxes at Information booth

4	1" Ridgid pipe couplings	1.80
16 ft.	#12 TW wire	.52
	Labor	64.60
	Total	

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

April 30, 1966 196

Oosterwyck Nurseries

12420 Juanita Drive N. E.

Kirkland, Washington

Federal Project #1-3-5 (58(178, Contract #6735, Gettings Creek Rest Area
Cottage Grove, Oregon.

5	--Installation of conduit to outside Luminaires;		
	14 1" Ridgid pipe couplings	6.30	
	10 1" Ericson ipe couplings	17.30	
	2 1" x 4" nipples	.68	
1	1 1" x 3" nipples	.32	
	1 1" x 6" nipples	.39	
10	10 1" ground bushings	10.70	
	Labor	91.20	
	Total for installation of conduit to outside luminaires		126.89

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

July 30, 1966 196__

Oosterwyck Nurseries Incorporated

Oosterwyck Nurseries, Inc.

12420 Juanita Drive N. E.

A service charge of 1% per month will be made on all overdue accounts

Kirkland, Washington

Extra work in north of February; Gettings Creek	
Temporary hook-up for pump to use for driving pipe under highway;	
6 30 amp fusetrons	1.20
3 30 amp. fustron adapters	.90
30 ft. #10 TW wire	1.35
15 ft. #12 TW wire	.45
	23.30
Labor	
Total	$26.40

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HE

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

Jan. 27, 1966 196

Costerwyck Nurseries, Inc.

12420 Juanita Drive N. E.

Kirkland, Washington

A service charge of 1% per month will be ma[illegible] on all overdue [illegible]

Repairs to second Temporary Service for Cabin Creek Rest Area;	
10 ft. 1" EMT conduit	2.00
5 ft. 1" Ridgid conduit	2.50
2 1" weather tight EMT connectors	.78
1 1" Entrance head	1.27
34 ft. #6 TWH wire	4.93
17 ft. #8 TW wire	1.67
4 1" Straps	.12
6 ft. #6 Bare copper ground wire	.66
1 Ground clamp	.53
1 Ground rod	3.40
1 State Electrical permit #4439	3.00
Charges made on first temporary service by contractors specifications;	
10 ft. 3/4" EMT conduit	1.43
1 3/4" water tite coupling	.25
4 3/4" straps	.08
34 ft. #8 TW wire	3.74
10 ft. #10 TW wire	.45
1 State Electrical permit #4460 (for second temp. service at Cabin Creek Rest Area)	3.00
Labor	12.60
Total	42.68
less credit for 14 ft. #8 TW wire returned	- 1.54
Total	41.07
Total for make-up of first Temporary service	52.25
Total for Temporary Services under time & material as billed	893.32

RADIO RAY

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

Phone 942-3131

RING for LIGHT -- POWER -- HI

Main and River Road
Cottage Grove, Oregon
97424

NELSON
Electric Shop

November 30, 1966 196__

Costerwyck Nurseries, Inc.

12420 Aurelia Drive N. E.

Kirkland, Washington

A service charge of
1½% per month will be made
on all overdue accounts.

Temporary service made-up for Rest Area Fed. Projects:

1	3/4" Entrance head	.80
4 ft.	3/4" EMT conduit	.58
1	3/4" Water tight EMT connector	.45
14 ft.	#8 TW wire	1.19
10 ft.	#10 TW wire	.45
1	60 amp meter base (used)	2.55
1	4-circuit R.T. ITE Panel	9.50
1	3/4" x 4" nipple	.18
1	3/4" offset nipple	.44
1	1" Offset nipple	.31
1	30 amp 2-pole ITE breaker	9.35
1	20 amp 1-pole ITE breaker	2.30
2	Weather proof bell boxes	3.30
1	Weather proof duplex outlet plate	2.10
1	Weather proof 30 amp duplex outlet plate	2.20
1	Duplex grounded outlet 20 amps	1.78
1	30 amp outlet	1.80
6 ft.	#6 bare copper ground wire	.66
1	Ground clamp	.53
1	Grounding rod	3.40
1	30 amp Plug cap	2.08
Labor		10.50
Total		$5[illegible].[illegible]5

"NELSONS, SERVING WESTERN OREGON SINCE 1894"

RECEIVED
AUG 11 1966
FOREST ENG.
3(22) 178
6722

450

August 10, 1966

Mr. G. Robert Brain
Attorney at Law
Merges, Brain and Hilyer
902 Norton Building
Seattle, Washington 98104

Dear Mr. Brain:

Your August 3 letter is being referred to the Division Engineer and Resident Engineers in charge of the Cabin Creek and Cottings Creek Safety Rest Area projects which are under contract to Costerwyk Nurseries, Inc. Our usual lines of authority and communication with contractors on contract construction are via these field personnel.

We are quite agreeable to the temporary substitution of different illumination lamps from those specified and will not delay the project completion dates until the specified lamps are installed, provided all other work on the projects has been satisfactorily completed. Preparation and checking of final quantities and records can then proceed; however, final payments cannot be made until all work is completed either as originally specified or as modified by approved change orders.

The respective Resident Engineers will advise the contractor of any other unfinished items remaining, and we appreciate your efforts toward their expeditious completion.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
Mark Astrup
L. R. Chandler - Enc.
H. E. Mayfield "
Howard Harris "

JAB:fp:nh srb

LAW OFFICES
MERGES, BRAIN & HILYER

EDWARDS E. MERGES
O. ROBERT BRAIN
GALE P. HILYER, JR.

902 NORTON BUILDING
SEATTLE, WASHINGTON 98104
MAIN 2-1244

August 3, 1966

The Oregon State Highway Department
Salem, Oregon

Attention: Mr. Claybow

Dear Mr. Claybow:

In accordance with our telephone conversation, I have called the Portland office of the Westinghouse Electric Company and requested that they ship by air freight as soon as it is physically possible, twelve of the 750 watt slant 99 250 volt lamps which we will install in the two completed projects so that they can be closed. At the same time, I have reconfirmed our order for eighteen 860 watt slant 99 230 volt lamps, which are on a rush order from Westinghouse to be manufactured, and which we will install to replace the 750 watt bulbs as soon as they are received.

It is my understanding the meantime that when the 750 watt globes are installed, and any other matter which the resident engineer still has to close, has been done, then the project can be closed and the funds released. Oosterwyk Nurseries will agree, and I do so state in this letter and will make a formal agreement if you desire, to replace the globes as soon as they have been received.

Westinghouse indicates that if they are able to get air freight out, the 750 watt globes will be here within three days. We will probably request an extension on closing the contract for a matter of a few days until those globes arrive and we can install the same.

Thank you very much for your cooperation. I assure you we will see that this matter is completed and the 860

Routing
Walker
Glenn
Swan

RECEIVED
AUG 8 1966
CONSTRUCTION
DIVISION

Bernard

watt globes installed as soon as physically possible.

Yours very truly,

G. ROBERT BRAIN

GRB:bh

RECEIVED
JUL 19 1966

I-5-3(68)174
6735

Salem, Oregon
July 18, 1966

Increase in Project Authorization

H. E. Mayfield
Resident Highway Engineer
2141 East 15th Street
Eugene, Oregon 97403

This is to advise you that at its meeting of July 14, 1966 the Highway Commission approved an increase of $15,834.22 in project authorization on Contract No. 6735, Gottings Creek Safety Rest Area Section of the Pacific Highway in Lane County.

The new authorization for construction is $104,927.22. This amount should be used in all future reports for this project.

L. H. Young
Office Engineer

KMR:cl

cc: L. R. Chandler

RECEIVED
AUG 24 1966
FOR FILING

I-5-3 (68) 178

6735

Agenda 37

July 15, 1966

Oosterwyk Nurseries, Inc.
12420 Juanita Drive, N.E.
Kirkland, Washington

#1

7-14-66

Gentlemen:

The State Highway Commission at its meeting on July 14 considered your request for an extension of time on Contract No. 6735 for the Gettings Creek Safety Rest Area on the Pacific Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to May 24, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L. R. Chandler
Harley Mayfield
L. H. Young
F. D. Morgan
C. H. Maisen
Bureau of Public Roads

FORM E-30 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1966

SUBJECT: Extension of Time
Gettings Cr. Safety Rest Area
Pacific Highway
Contract No. 6735

To:

Mr. F. B. Klaboe
Ass't. State Highway Engineer
B U I L D I N G
L

Attached is a request from Oosterwyk Nurseries, Inc., contractor on the subject contract for an extension of the specified completion date from April 30 to May 31, 1966 without the assessment of liquidated damages.

The contractor's request is based on changes in design, additions to the contract, and soil conditions which prohibited him from proceeding with his work without jeopardizing quality.

The design changes which the contractor cites are covered primarily by price agreements or extra work orders. There have been 8 price agreements and 1 extra work order added to this contract after it was awarded. The total of these orders is $2,699.84 which is 3.4% of the original contract amount. In addition to these work orders, the contract bid item for top soil overran the contract amount by 115%. The net increase in all the contract bid items amounts to $8,195.44 which is 10.35% of the original contract amount. Applying these two percentages (13.75% total) against the original time available from the date of award to the specified completion date (178 calendar days) justifies an extension of 24 calendar days. The soil conditions which the contractor refers to cannot be considered as a valid reason for a time extension. Though we realize that conditions were less than optimum during the contract period (bids were opened November 2, 1965). It should be noted that the rest area buildings were opened to the public on May 5, 1966.

The original completion date for this contract was April 30, 1966. The estimated completion date is May 27, 1966.

Based on the reasons given above we recommend that the specified completion date be extended to May 24, 1966. If the

STATE OF OREGON

MICROFILMED PUBLIC RECORD

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Dept. of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6688 Ends with: Contract# 6735

FLASH CARDS: Begins every Contract

Remarks: #6688 continues from reel 125
#6735 continues on reel 127

Reel No. 126 Reduction Ratio 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

Certification: I hereby certify that I have on this 4th day of May, 19 81 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file - with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I hereby further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that samples of film processed by this service are periodically tested.

Signature Silvar Storm